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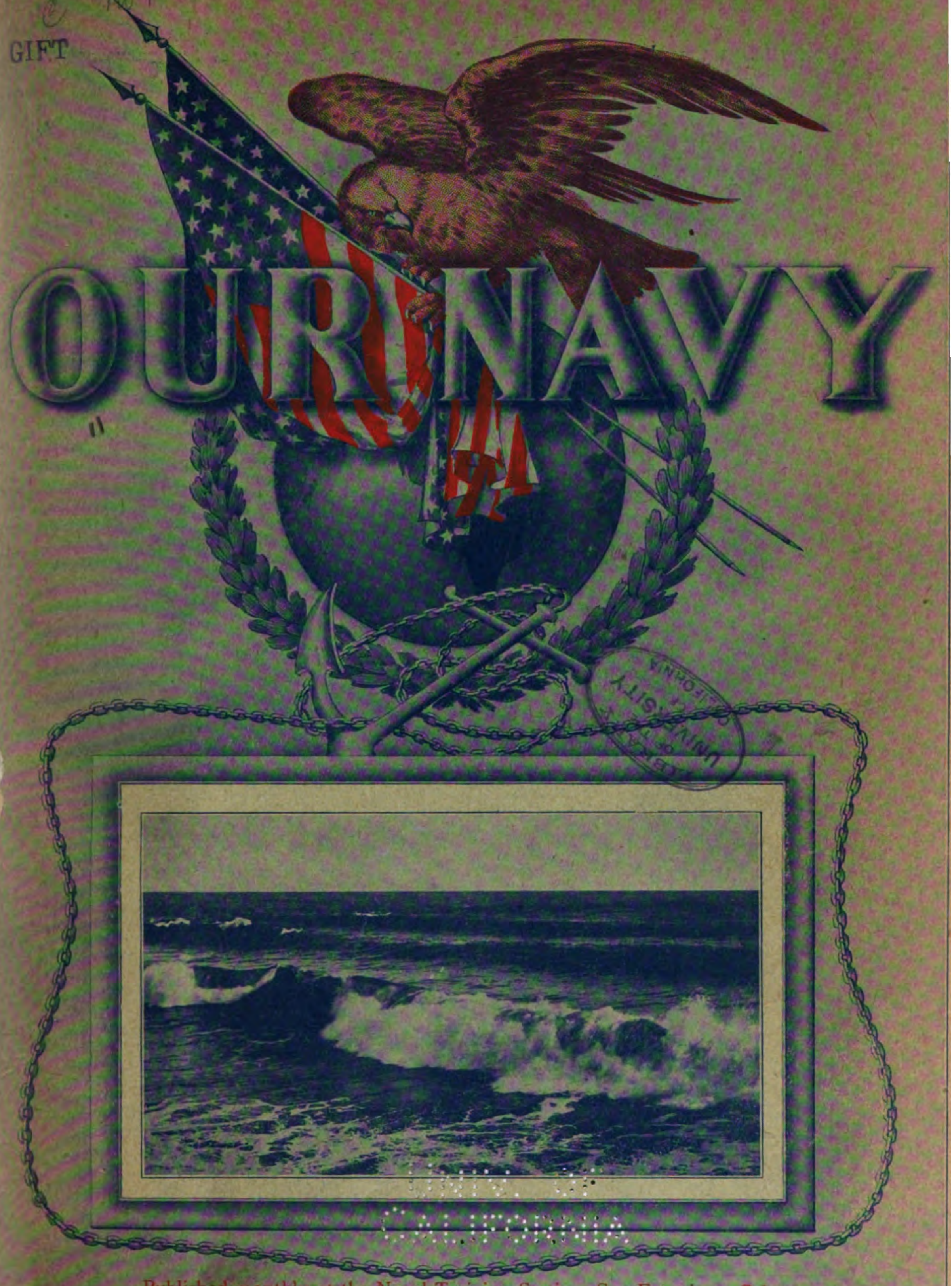
Vol. III MAY, 1909 No. 1

GIFT

OUR NAVY



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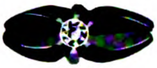
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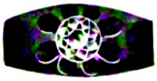
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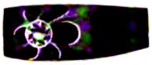
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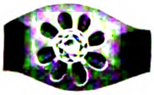
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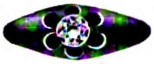
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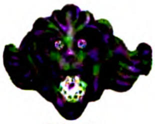
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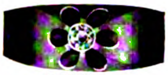
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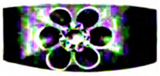
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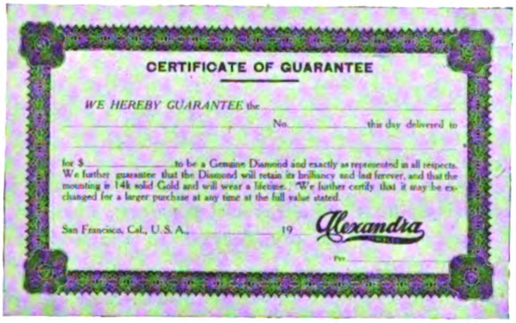

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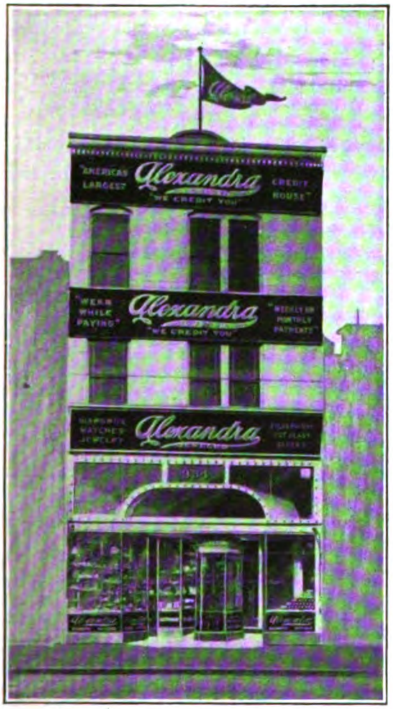

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An Illustrated Magazine of the Navy

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11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

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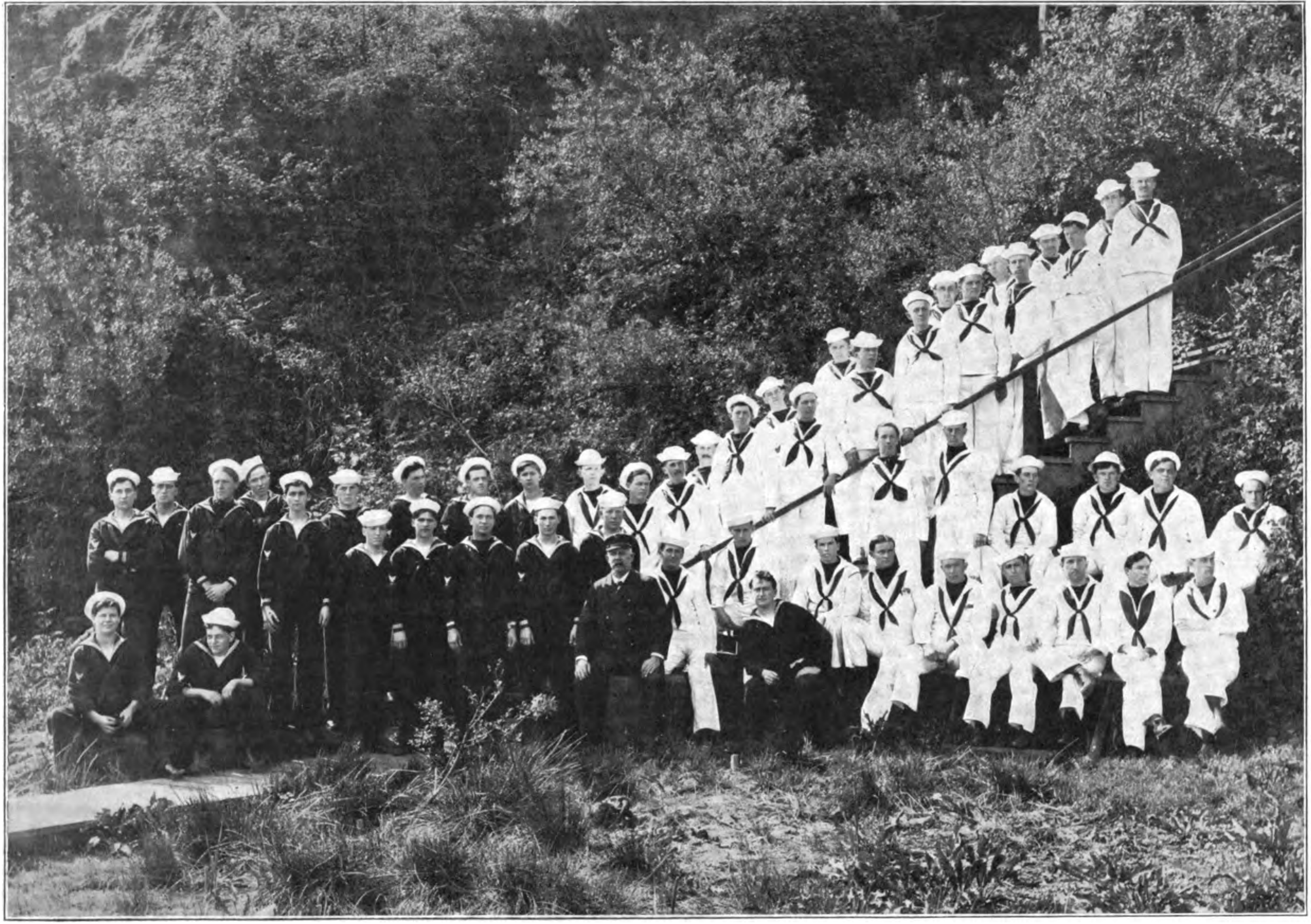

Yeoman School and Instructor Pitkin, Naval Training Station, San Francisco

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III MAY, 1909 No. 1.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING STATION
YERBA BUENA ISLAND
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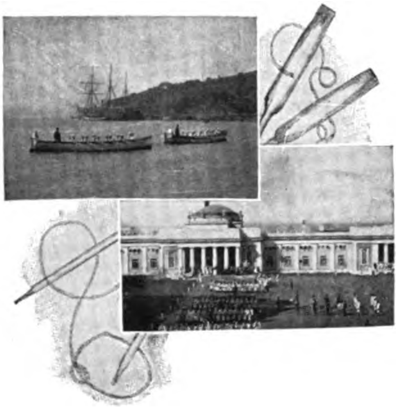


PUBLISHED AND EDITED
BY
ENLISTED MEN
U. S. NAVY

THE ONLY MONTHLY
MAGAZINE
PUBLISHED IN THE
SERVICE AND DEVOTED
TO THE
ENTIRE NAVY

NAVAL EDUCATION

The original American bluejacket was born and educated in the toughest school of marine life ever known, and his deeds are proof that he graduated from this school at the head of the class. It was a lick and away in those days, with the devil take the coward in fight and the hindermost in flight. Courage to attack overwhelming odds and win was the predominating trait, or, as Admiral Paul Jones did, leave his own sinking vessel and take the enemy's. Yet this tar of continental tutorage would be lost in a modern man o' war as completely as in an African jungle. The guns, the fittings and even the ships themselves would be entirely foreign to him, and, superstitious as he was, it is doubtful if a bluejacket of the early Navy could be enticed aboard the battleship of to-day. On the other hand, the sailor of this day could take his cutlass and pistol, if the occasion demanded, and hold his own on a deck of seething, struggling, fighting humanity.

The modern bluejacket is an athlete trained to the minute. He is trained in intelligence and is a living refute to the saying, "wooden men for iron ships and iron men for wooden ships." The continental tar was called upon to use his prowess as a fighter more often than his modern representative, but he did it in no better fashion than it could be done to-day. The first bluejackets of Uncle Sam moved their guns by hand and sighted by squinting along the barrel. It took great steadiness of nerve to do this effectively, but in this respect the American led the world. He was cool and resourceful. But the sailor then was an all around man. He did a little of this and a little of that. The modern seaman is not a jack of all trades.

In different sections of the United States, schools are maintained to train the men as specialists in the different duties aboard ship. Some men are gunners, some are engineers, some are electricians and some are seamen. Others are in the hospital corps and a small per cent are trained chiefly in clerical duties, although even these men have their stations in battle, and, usually, because they are better educated than the majority, are placed in charge of ammunition hoists or similar work, where intelligence amounts to as much as training. Other men of this rating are used as messengers during time of battle, but never at other times.

Two large electrical schools are maintained in the Navy, one at New York and the other at Mare Island, California, for men who prove themselves likely and ambitious and who desire to qualify for the rating of electrician. In

GIFT

these schools the men are taught "The Use of Electricity on Shipboard," from the care of bells and batteries, to winding the largest armatures and operating and caring for the wireless telegraph.

A machinists' school is kept going all the year round at Norfolk Navy Yard to train men, who have completed one enlistment in the engine or fire room, to handle and repair the mighty engines that propel the ships and their auxiliary machinery. At several training stations the recruit (apprentice seaman) is taught, drilled and acclimated for weeks before he is sent to a seagoing ship, versed, more or less completely, in handling of small arms and in seamanship, to say nothing of the tailor-made seagoing vernacular he has acquired from association with the older sailors, and with which he is prone to please and mystify the home folks when he writes home or goes on a furlough.

Men are trained for nurses, others taught the gentle art of cooking (Uncle Sam wants the boys to feel at home), and still others are taught bookkeeping and the clerical duties required on board ship. And every man gets his regular pay and allowances while going to school, too, the same as if he were doing regular routine on board ship.

But the school that is most to be desired by the man who really aspires to advancement and recognition is the seaman gunner school.

This school is the enlisted man's chance to qualify for a billet aft, in other words, to become an officer. However, not all men who are sent to the school go with the intention or expectation of being so promoted; the majority are possessed of a desire to be more efficient in the minor ratings, to get a knowledge of ordnance which can not be gained entirely by even the most painstaking study on board ship.

The school has two homes, one at the Naval Torpedo Station at Newport, R. I., and the other at Washington Navy Yard. At Newport the men are taught the care and handling of torpedoes, and during the course of study learn how to correctly assemble and disassemble the thousand and one parts, how to adjust the mechanism and to fire the torpedo at an imaginary enemy.

They get a course of instruction in electricity, the use of electricity for firing torpedoes, mines, and other agents of destruction; are trained to "mine" a harbor (and that by actual practice) so that an enemy would only get blown up for his pains should he try to enter unawares; they get a few weeks at "deep sea diving," during which time they go down and walk about for half an hour, spearing flounders and feeling a bit lonesome, while two comrades in a launch above, sweat at the air pump which forces the atmosphere into the helmet through a strong rubber tube, and another pair watch the life-line and air-hose ready to give or take the slack as the diver walks to and fro, or haul him to the surface at an instant's warning should he give the danger signal of three sharp pulls on his life-line. The diving is done in shallow water at first, then at greater depths until a man thinks nothing of a half hour at sixty feet, and would as soon do a hundred as not.

Then air compressors, some several makes and types, are studied and worked over. Air compressors are as necessary to the torpedo as is the two hundred odd pounds of gun cotton stored in the warhead, for the torpedo, once fired over the side, must propel itself for perhaps three or four thousand yards at twenty-five to forty knots speed straight at the enemy and keep itself a few feet under the water, out of the way of hostile shells. All this it does by means of an air engine which uses several cubic feet of air at 2,000 to 2,500 pounds per square inch, and a steering mechanism worked by a gyroscope and a piston which is so connected to the rudders as to make the torpedo rise or dive, according as the water pressure gets greater or grows less. Once the torpedo reaches the enemy it fires by means of a primer situated in the nose and exploded by impact with the side of the doomed vessel.

At Washington is taught the ordnance part of the course; here the schedule leads through the subject of gun construction, where the student learns why and how a gun is built up of "layers" or jackets shrunk one over the other, sees in process of construction the guns from the gigantic 65-ton breech-loading rifle that will throw a 1,130-pound projectile a distance of several miles down to the small rapid-fire guns that do not look so titantic, but are able to make it interesting to the smaller craft at a range of two or three miles, just the same.

The different marks and modifications of breech mechanism are carefully studied for some weeks, the various forms of gun mounts, from the little tripod of the Colt's automatic rifle (which small gun, we learn, should not be fired more than 400 times per minute) up to the mighty turrets, built of armor several inches in thickness, carrying the largest guns side by side in pairs—and revolving to point in any direction by well protected electric motors that are controlled by the gun-pointers as easily as an air rifle in the hands of a small boy.

Other things follow, sights and sighting, telescope sights, explosives, and others, until now the thoroughly interested sailor feels that, given time and money, he could build an interesting Navy of his own.

It is an interesting week spent at Indian Head, Maryland, where the Naval proving ground and smokeless powder factory are. There are always some guns to test, shell or powder or armor to be tried out, and it is nothing short of romantic to stand safely behind a ten-inch steel plate on top of the "bomb-proof" and watch a shell punch a clean hole in several inches of the toughest and hardest armor that the ingenuity of man can produce. Then there is the smokeless powder, a million pounds a year made here, which amount just about compensates for what is used in target practice to make the marksmen the quickest and surest in the world. But who would have thought that the terrible gun cotton and smokeless powder are simply nitro-cellulose, or merely cotton treated with nitric acid—albeit, the process of treating and purifying is a long and painstaking one.

* * * *

JAPANESE FLEET VISITS

Plans for the entertainment of the officers and men of the Japanese training squadron, due in San Francisco May 1st, have been completed. A parade and reception will be given shortly after the arrival. Entertainments for the officers and men will be given by the American and Japanese residents of the city and State.

The armored cruisers California, Tennessee, Pennsylvania and West Virginia are already in the bay as a welcoming squadron. The South Dakota and Colorado are expected. It is possible that a number of torpedo boat craft will also be present.

The Japanese cruisers Aso and Soya will leave San Francisco about May 10th for Esquimalt. They will be accompanied by a squadron of the Pacific fleet. Stops will be made at Vancouver and then the two fleets will unite at Seattle for the fair.

* * * *

ENLISTMENT OF MINORS

In an effort to prevent persons under legal age from enlisting in the Navy, Congress has placed a hindrance in the way of recruiting officers. Hereafter recruiting officers must exact a birth statement from applicants for enlistment. It must be either from the parents or the legal guardian.

The disposition manifested in the House of Representatives during the debate on the subject at the last session was to enact a statute which would prevent the enlistment of minors unless it could be shown that such enlistment was with the consent of the parents or guardian. The Bureau of Navigation discovered that the wording of the law as it passed the House would prevent the enlistment of any applicant without the proper proof of age, regardless of the obvious age of the candidate. The Department prevailed upon the Senate to make a change which limits the restriction to minors, and the instructions to recruiting officers will be to exercise their judgment in the case of each applicant as to whether or not he is a minor. It is appreciated by the Department officials that even this concession made by Congress will interfere in a great degree with recruiting, and they are inclined to regard the restrictions as unjust, inasmuch as the same rule is not applied by law to applicants who present themselves at the recruiting stations of the Army and the Marine Corps. The situation is probably brought about by the difficulty of Congressmen and others in obtaining discharges from the Navy of boys who have enlisted. The Navy Department discourages any such release, and, while consenting to the discharge, couples the agreement with the determination to have the boy tried for fraudulent enlistment, which does not improve the situation with the friends of the youth.

* * * *

Preparations are being made at the Bremerton Navy Yard to install the new fire control masts on the four cruisers of the Pacific fleet that headquarter at that yard. No orders to this effect have been received, but the recent general orders for the Atlantic fleet show that the mast has come to stay and the Government can not be behind with its large cruisers.

* * * *

The engineering class of the University of Washington visited the Bremerton yard last month. They inspected the new dry dock with Civil Engineer Reed.

* * * *

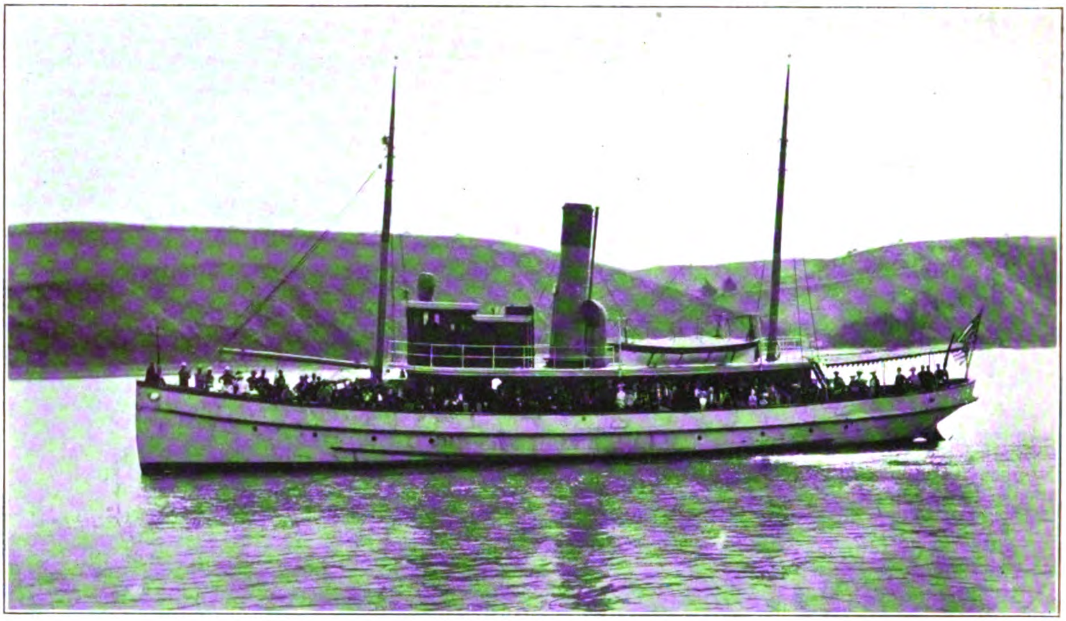
The baseball team of the Milwaukee defeated the Columbus team of Seattle 8 to 2.

* * * *

Master Mechanic Dunno of the Washington gun factory inspected the rifles of the U. S. S. Wisconsin while that vessel was in dock at Portsmouth Navy Yard. It is thought that her forward 13-inch guns will be surveyed.

* * * *

An effort is being made by the commanding officer of marines and the Commandant of the Portsmouth Navy Yard to have a rifle range established in Portsmouth. Negotiations are contemplated for a tract of ground near Eliot.



U. S. Tug Unadila leaving San Francisco Bay to Spread Flowers on the Sea, May 30, 1908

The funeral of Rear Admiral George A. Converse was held in Washington April 1st. Interment was made in Arlington Cemetery with full military honors.

* * * *

ABOUT THE BLUEJACKET

Mr. Henry Ruhterdahl is a man who has made a study of Naval life and Naval affairs. He has been the guest of the Government aboard many cruising ships and was with the Atlantic fleet from Hampton Roads to San Francisco. He is therefore, competent to judge the modern man-of-war's man. His view is a civilian's view and therefore doubly interesting. He says:

"The personnel of the Navy, particularly the enlisted man, has not always been understood by our people. There are still judges who believe that the Navy is a house of correction and a reformatory, and that a young lawbreaker is the proper person to wear the uniform of the United States. Nor do we always show the respect for the uniform which is its due.

"Our modern man-of-war's man now goes ashore with his kodak over his shoulder, rolls his cigarette, sends picture postcards to the folks at home, and takes in the sights just like any ordinary tourist.

"The bluejacket of to-day is a curious mixture of sailor and landsman. He is almost a big boy; the average age is about twenty-three. He is, in most cases, 'right from the farm,' and the world to him is one open question, and his enthusiasm is that of a boy out on a lark.

"It is true that in our Navy we have probably the most intelligent fighting force of any service in the world, but according to official reports only about twenty per cent of those who first enlist elect to re-enlist for the second time. In no navy is the pay so high; in fact, it compares favorably with the pay ashore. The food is of good quality, and the average working hours, except during occasions like target practice, are no greater than in a civil establishment. In fact, Saturday is generally a half-holiday and on Sunday there are no drills; nevertheless, the average enlisted man does not, as a rule, take kindly to ship life. It is not that he finds the work too hard, but he resents the fact that when he is through with his labors he can not do as he pleases. The military appeals strongly to the American's mind when it comes to brass buttons and Fourth of July celebrations, but he is inclined to find continuous discipline irksome. In reality, the discipline in the Navy is no harder than that in any department store, but, of course, that feeling of personal liberty, the ability to quit whenever one likes, is missing. And that may be the strongest reason for the lack of re-enlistment and for desertions."

POLITICAL INFLUENCE

Political influence should play no part in Naval affairs. It is an entirely foreign atmosphere to the Service and its continued application causes incompetency and a score of other evils. President Taft, fortunately, has announced that, so far as possible, he will separate political things from Naval things. The first move was an order to the effect that whenever political influence was brought to favor an officer of the Navy, note of that influence would be made on his record. The second blow was in regard to the appointment of cadets to the Naval and Military academies. Speaking of this, the "Army and Navy Journal" says:

"There is a gratifying significance of President Taft's inclination to get away from political influence and personal pull in Service matters in his consideration of the project of placing on a basis of competitive examination the appointments to his credit in the corps of midshipment at the Naval Academy and the corps of cadets at the Military Academy. The President, under the law, maintains at Annapolis twenty midshipmen and at the Military Academy forty cadets. By long practice, these places are filled by the sons of Army and Navy officers, who would not otherwise, except in a very few instances, become eligible to appointment by Senators and Representatives.

"The Presidential appointments hitherto have been made by personal selection, guided, necessarily, by influences of various sorts. In these particular cases it does not follow, as in so many other instances of choice, that the influences are uncomplimentary to the successful candidates, but, naturally enough, under such conditions, those who are able to reach the President obtain appointments. There can be no objection to making these Presidential places subject to competition. In some respects that is not, by any means, an unfailing assurance of relative fitness, but it furnishes a means of selection which is infinitely preferable to a method which rests entirely upon the ability to impress the appointing power. Incidentally, it relieves the President of the sort of pressure which he must be very glad to escape and it puts the candidates upon an impartial footing of individual qualifications to which no one, most directly interested, need object."

* * * *

The marine battalion at Brooklyn Navy Yard composed of 300 men and officers commenced that series of practice marches April 3d. The first march covered nine and one-half miles.

DESTROYERS TO MANEUVER

Eight torpedo boat destroyers will leave the Charleston Navy Yard the first part of May for northern waters to take part in the maneuvers off the New England coast. They will be commanded by Lieutenant Louis C. Richardson. The boats will remain away until August or September. There are at present sixteen torpedo boats and destroyers at Charleston. Several more of the reserve flotilla are expected in a few days. Lieutenant Mitchell's command will arrive during the early part of the month. On account of the departure of the eight to the north several boats are being overhauled and placed in condition, although it is not yet known what boats will go.

* * * *

LOOK OUT FOR YOUR JOB

The following from the "Volunteer," published aboard the U. S. S. Tennessee, shows the bluejackets' estimate of Naval life. The bluejacket has known both Naval and civil life and his opinion should be better than one who has known but civil life.

"That it will be difficult to obtain a position in the Navy within the next decade is rather a far-reaching statement, but the fact remains, nevertheless, that each year produces a greater number of very desirable applicants, thereby enabling the recruiting officers to select the very best men not only from a physical, but from a mental and moral point of view as well. Many excellent young men from civil life enter perhaps more through a spirit of adventure than anything else, and once they become familiar with Navy life and the opportunities ever present in the service, the result is that a great many re-enlist for a second term, consequently reducing the number of vacancies open to men on first enlistment, since the Government gives re-enlisted men preference over all others.

"The pay of the Navy has been recently increased and privileges extended so that at the present time it is not unlike a large firm in civil life. The work is not more arduous than in the outside world, and the possibility of visiting foreign countries entices, no doubt, many men to try the service. Last year there were more enlistments in the Navy than ever before in history and a greater number of applicants by far than in any previous year.

"The 'Volunteer' can not take anything but an optimistic view of general conditions, and believes that in future, as has been strongly in evidence during the past few years, the great improvement and application of modern conditions to the service will place it on a par with positions under civil service rules."

SUGGEST ENGLISH ALLIANCE

A Naval alliance with Great Britain seems to have become the hobby of many public men. It has been suggested many times within the last two years, not only on this side of the Atlantic, but in England. The plan might work, but it is doubtful. The American nation would hardly enjoy having a foreign nation's ships guarding her most expensive coast.

Speaking of this, the "Christian Work" of New York quotes Andrew Carnegie as follows:

"Britain and America to agree as follows: America will defend against attack the British possessions upon the Atlantic, including the islands in the south; Britain will defend against attack the American coast upon the Pacific and Hawaii and the Philippines; this agreement to terminate at the end of five years' notice given by either party." The mere existence of an offensive and defensive alliance between Great Britain and America as suggested by Mr. Carnegie would be a salutary warning to nations inclined to war against England or the United States, and it would also materially reduce the number of Naval vessels now necessary for the protection of the rights of John Bull and Uncle Sam. Best of all, such an agreement to fight for each other would be very likely to remove the last possibility of fighting with each other. If ever the Stars and Stripes and the Union Jack represents the same cause on the seas the nation foolhardy enough to do battle with both will have a sorry day of reckoning.

There can be no doubt but that the arrangement suggested would be a great saving in ships for both countries. But it would mean even more, as Mr. Carnegie mentions, but does not elaborate upon. It would place Uncle Sam in a position where he would be forced to take England's side in a quarrel—and England has far more chances of becoming embroiled in warfare than we have—and probably would be more costly that way than in maintaining an adequate fleet of our own.

Rear Admiral Evans, in many speeches, has declared that peace for the United States could be secured by a fleet of twenty-four battleships in each ocean. His plan is American. It is also one brought forth by a Naval man who knows conditions and is in a far better position to see the cure.

* * * *

The officers of the Yankton, called the "advance agents of the Atlantic fleet" for the occasion, were given a banquet by an organization of newspapermen in New York City, called the Friars.

THE GRACEFUL LOSER

A graceful loser is a good fighter. He is a man to watch, and watch well, for next time he may win from you. Whatever he does he will fight well and to the finish. There is no funk in the man who admits defeat when he loses. He shows that he is a man of reason and will prepare to battle harder during the next conflict.

We know that the men of the United States Navy are of this kind, but some persons are skeptics. When any event occurs that shows this side of the American man o' war Our Navy likes to send it broadcast. We want to convince the unbeliever. We would like to show every one that the modern bluejacket is man enough to admit when he is bested, but promises at the same time to fight harder next time.

The following clipping from the "Grand Canyon" published aboard the U. S. S. Colorado reflects the make-up of that ship's personnel:

"Our pennant hopes were dashed when the report of the Vermont's score was received. Eighty-one at one-quarter per cent of hits at 9,000 yards with her 12-inch is the score that did the work. Though we are beaten, yet there is not a man aboard who is not proud to know that the real fighting ships, the line-of-battle ships, upon which a Navy's strength depends, can shoot like this.

"Since we did not win the pennant ourselves we are glad to see it go to such a splendid ship. There is a great deal of satisfaction in knowing that we pushed her so closely. As a ship we take off our hats to the winner and extend her our heartiest congratulations."

* * * *

The cruisers Raleigh and Cincinnati collided at Mare Island Navy Yard April 1st. The vessels were moored abreast of each other and when a Navy tug attempted to move them the propeller of the Raleigh caught in the shaft of the Cincinnati, causing a leak. It was immediately repaired. Divers were sent down, but no finding has been made as to the cause of the accident.

* * * *

The U. S. S. Solace has arrived at Charleston, S. C., Navy Yard, where she will undergo repairs and be converted into a hospital ship. At present the Navy has but one hospital ship, the Relief. She is in Asiatic waters. The Solace was built in 1896 and was purchased by the Government during the Spanish-American war and used as a transport. She is a steel vessel of 5,700 tons.

The Battleship New Hampshire Leaving New York Harbor

SAILORS COMMENDED

For gallant action in going to the rescue of a shipmate, the Secretary of the Navy has personally commended Richard A. Hyland, coal passer of the United States ship Colorado, and Bruce Conrad, ordinary seaman of the United States ship Washington. Ensign Culbertson of the United States ship South Dakota reported the affair to the authorities. It occurred at La Boca on the night of December 9th last. A coal passer on the Colorado named Liebendorfer fell off the end of the dock between it and a barge and would undoubtedly have lost his life but for the prompt action of Hyland and Conrad, who jumped overboard to his assistance. Because of the darkness the three men were gotten on board with considerable difficulty.

* * * *

The bust of Jefferson Davis, President of the Confederacy, will appear on the silver service to be presented by the State of Mississippi to the battleship bearing that name.

* * * *

The new battleships projected by the Russian Minister of Marine, on account of being built at home, will cost $15,000,000 each, instead of the original estimate of $10,500,000.

REMARKABLE REVOLVER SHOT

One of the most remarkable revolver shots on record was made in Magdalena Bay, Mexico, March 19, 1909, when Alfred E. Bennett, hospital steward of the destroyer Perry, shot a "cooch," or a species of black duck, through the head with a revolver, off hand, at a distance of 123 yards.

This is not a "gun" story, as the feat was witnessed and the distance carefully measured by others. That the shot was not an accident is proven by the fact that two shots were fired, the first being in perfect line but a few inches high. The second shot found its mark.

The gun used was a .32 caliber Colt, carrying a high-pressure metal patch Winchester cartridge.

* * * *

SOME SERVICE HUMOR

The ship's paper of the Pennsylvania, "The Liberty Bell," pertinently inquires in a column headed "I wonder why it is?" that a flea is no respector of persons; that the Galapagos jackasses refused to be friendly, and that hash and beans, though the favorite winter style on the Pennsylvania, still retain their favor in the select line of "Spring Millinery."

OUR NAVY

The only Naval Magazine published in the service and devoted to the entire Navy,

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

MAY, 1909

R. C. Shepherd, U. S. N. ...... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

Members of California Periodical Publishers' Association.

SUBSCRIPTIONS IN ADVANCE.

One Year $1.50
Single Copies .... .15

On mailing wrappers will be marked the date of expiration of subscription: in case an error should occur, subscribers will confer a favor by notifying the publisher.

EDITORIAL

"OUR NAVY" TROPHY

Ten baseball teams have entered the race for Our Navy trophy. Only four more teams have yet to enter and the highest possible number will be in. Two of these four, the Washington and Maryland, have been in South American waters and they have not had time to get their acceptances in. The other two, Mare Island and Bremerton, probably will send in acceptances before the time limit closes. The race will start, though, with the nine already entered. The first of the championship games will be played on Yerba Buena Island between teams from the fleet and the Training Station.

The teams entered are: Cheyenne, U. S. Naval Training Station, West Virginia, Pennsylvania, South Dakota, Tennessee, California, Albany, Colorado and Mare Island Marines.

The Our Navy trophy for the 1909 championship of the Pacific station has been finished by the jewelers. It is now on its way to San Francisco and will be placed on exhibition at the Alexandra Jewelry Company, 934 Market street, about the middle of this month. The trophy is accounted one of the handsomest baseball prizes ever offered. It will remain on exhibition at the Alexandra Jewelry Company's store until presented to the final winners.

In addition to the main trophy two other prizes to be offered in the championship contest will be exhibited at the Alexandra store, 934 Market street, San Francisco, Cal. The first of these is a $47 Hampton watch offered by the Alexandra Jewelry Company to the man making the best batting average during the championship season. The second is an individual cup offered by the City and County Bank of San Francisco to the man making the greatest number of runs during the championship season.

These three trophies, the handsomest and most valuable, Navy teams have been allowed to compete for, will be on display for the purpose of allowing the enlisted personnel of the Navy a chance to inspect them. The salesmen at the Alexandra store will be glad to show them and explain their workmanship to every man in the fleet.

Owing to the inability of the Maryland and the Washington to send in acceptances of the Our Navy trophy offer, these ships will be allowed an extension of time in which to sign and deliver the championship compacts. These ships will have until the time they arrive in San Francisco Bay.

* * * *

PRAISES AMERICAN GUNNERS

Regarding the ammunition hoists now in use in the United States Navy and the volumes of criticism these parts of a modern battleship have called forth from magazine writers, Rear Admiral Evans declares that the American hoist is easily the best and safest and that foreign nations have copied from us. Admiral Evans also handles the flare back question and the imputation against the bravery of American seamen in an article in "Hampton's Magazine." He states:

"When the powder began to blaze in the handling room of the Missouri two gunners' mates, M. Momssen and C. S. Schepke, who were in the magazine, at the imminent risk of their lives prevented the flames from reaching the powder there. This heroic disregard of their own safety was the miracle that saved the ship. Why not call it by its proper name? It was the prompt action of brave, cool-headed sailor men in blue shirts that saved the ship, and if they were miracles then the Navy, I am proud to say, is full of miracles. Those miracle workers walk about the decks of our ships by the hundred.

"The first I ever knew of a flare back came about in this way—and I believe this was the first one ever seen and recognized as a danger in our Navy," adds the Admiral. "I was standing over the after 13-inch turret of my flagship, the Kentucky, watching the firing of her 13-inch guns at target practice in Manila Bay. Many shots had been fired, when suddenly, as one of the guns was discharged, a sheet of flame shot up through an opening in the top of the turret. This was so unusual, and to me alarming, that I ordered the firing to cease until I could ascertain the cause of it."

Speaking of ammunition hoists, concerning which there has been so much misunderstanding and bitter controversy, and to which the explosion on the Missouri was attributed, Admiral Evans says:

"When the Indiana and ships of her class were designed all foreign ammunition hoists for turret guns were constructed on the principle that the ammunition should go straight from the handling room to the gun in the turret. In some cases, the English for example, this was accomplished by the use of a closed tube or cylinder, but this plan required that the gun should be returned to a certain fixed position before loading, which was a serious handicap to rapid firing, and our designers discarded it in favor of the open-car hoist, which revolved with the turret and allowed the guns to be loaded in any position. The advantage thus gained was so apparent that foreign practice soon followed ours in an effort to overcome the very objectionable feature of having to bring the guns to a fixed position before they could be loaded, and the English finally, in 1904, installed on two battleships ammunition hoists which were in every essential particular counterparts of the American hoists."

* * * *

UNIFORM DISCRIMINATION

An incident in Norfolk has partially reopened the old sore of civilians refusing to respect the uniform of the enlisted personnel. When the fleet arrived home from its world-girdling tour the sailors found that after the first few days several places of amusement in the Virginia town were closed to them. Chaplain Stevenson of the Virginia spoke of the slight and stated that such conduct was unfair and unpatriotic.

On the west coast all talk of disrespect toward the uniform has quieted. The new order allowing men to wear civilian clothes greatly affected this. Few instances have been noted in any west coast city during the last six months to cause any comment in Service papers.

* * * *

THAT PACIFIC FLEET

After the Atlantic battleship fleet had sailed from the shores of California for the Orient and the last lap of the world-girdling tour, the question of a permanent battleship fleet for the Pacific was violently agitated by organizations of every character on the west coast. It had been the popular fancy that a part of the Atlantic fleet would stay in Pacific waters. This, however, proved a wrong impression, and therefore the petitions started. It is safe to say that no fewer than 100 petitions went to Congress at its last session on this subject.

Since the fleet has returned home a great deal of talk has been wasted on this same subject. There is one thing the people of the Pacific Coast have not noticed. It is the one thing that should interest them most.

The sending of the big fleet to visit Pacific waters almost necessarily foreshadowed the sending to that ocean, sooner or later, an adequate fleet of battleships. Of this there can be no doubt. The exact time when this fleet will arrive can not be stated, but it will follow closely upon the completion of the Panama Canal.

At the present time it is proper and fitting that the battleship fleet should stay intact. Not one should leave without the entire fleet. Individually the ships are not as powerful as many small nations, but collectively they are the second strongest in the world, i. e., figured on paper. (Confidentially, it is the strongest.)

* * * *

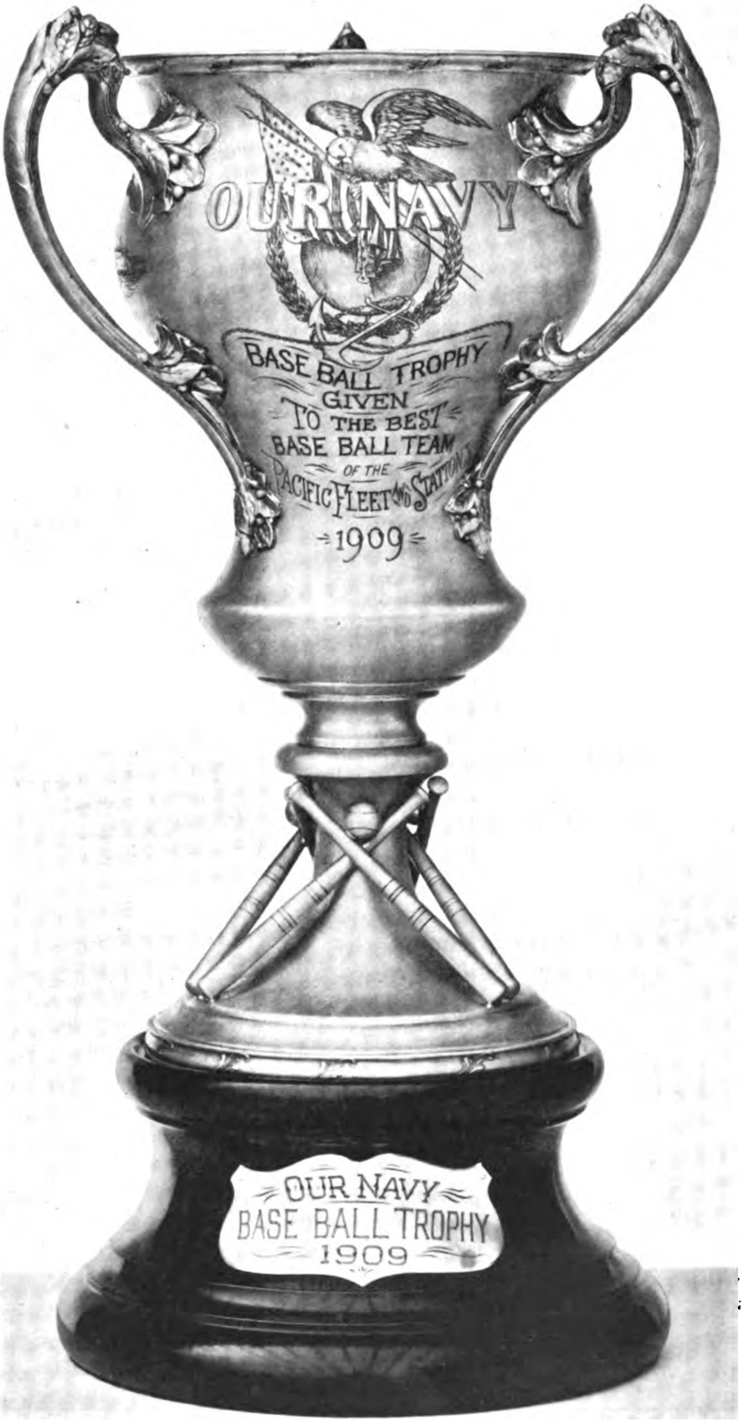
As a sample of how some viewed the cruise before it started, we quote the following from a landlubber journalist:

"It is an unheard of thing to send sixteen battleships off on a wild goose chase like this. The delicate machinery will not stand a continuous journey of 15,000 miles from Hampton Roads to San Francisco. The ports of South America will be filled with crippled American battleships, the national flag will be held up to ridicule, and an invitation extended to Japan to take advantage of our helpless state."

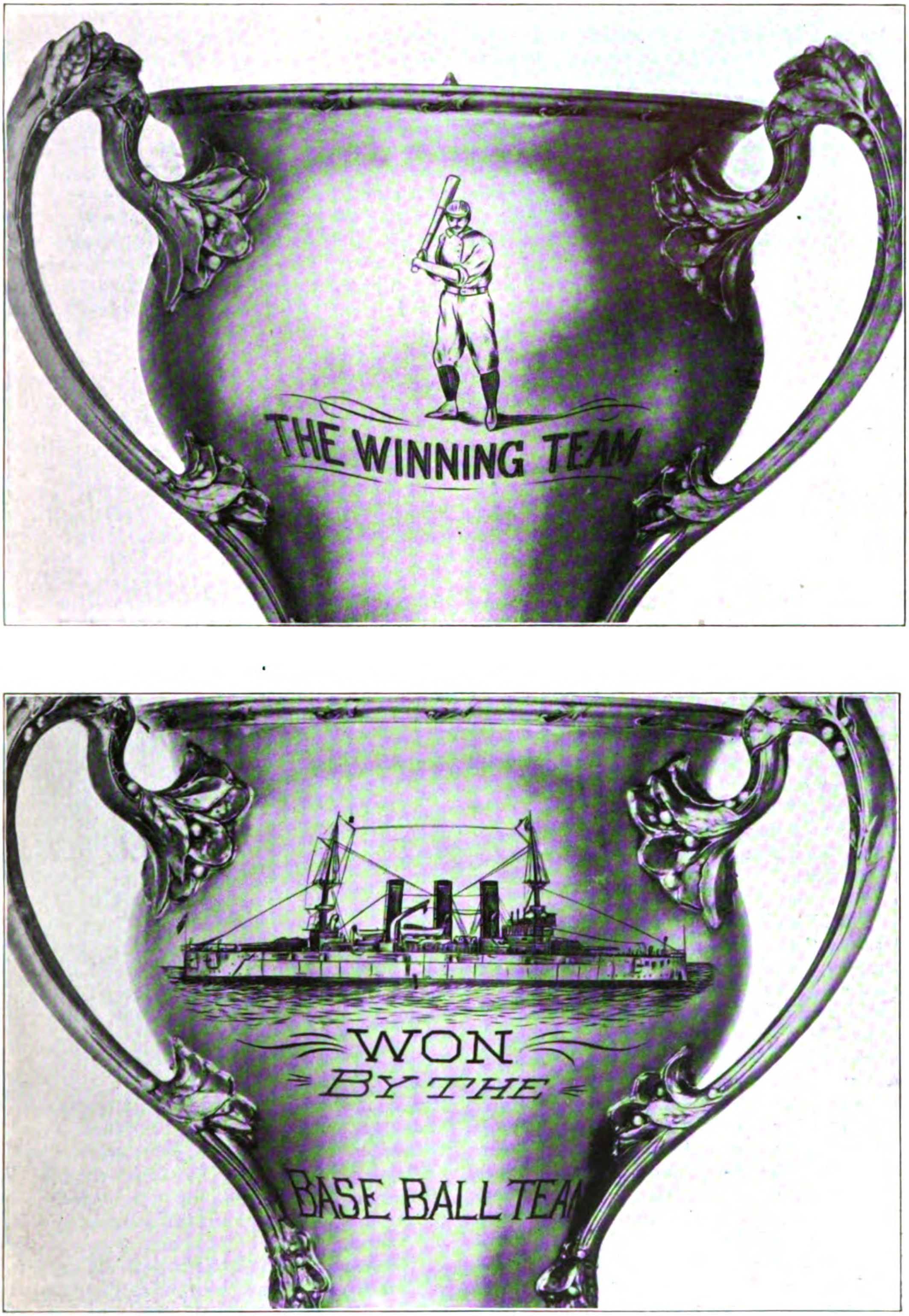
Statements such as these were common. Of course, they were absurd to the man who knew at that time, but the public did not know. It should know now and value these men accordingly.

* * * *

Japan has won many staunch admirers among the sailors of the fleet. Contrary to what they expected, on account of the tales of Oriental travelers, the sailors declare that Japan was the only country in which the tradesmen did not try to "skin" them on prices. As a result of this action of the Japanese, the men of the fleet carried back many Japanese curiosities to send home. In some foreign countries the tradesmen tried the plan of "no change back," but after one or two attempts of this kind the plans were generally abandoned.


OUR NAVY
BASE BALL TROPHY
GIVEN
TO THE BEST
BASE BALL TEAM
OF THE
PACIFIC FLEET AND STATIONS
1909
OUR NAVY
BASE BALL TROPHY
1909

Our Navy Baseball Trophy, 1909


THE WINNING TEAM
WON
BY THE
BASE BALL TEA

Our Navy Baseball Trophy, 1909

NEWSPAPER MISTAKES

Some queer ideals of Naval life and Naval affairs are held by persons living in the interior. This is particularly true of the editor of the paper who spends most of his time dickering in politics and seldom gets or makes a chance to become even passing familiar with things pertaining to the sea. Moreover, this is but a natural thing. We have only had a Navy a very few years and the Navy has become a thing of public interest only since the fleet sailed from Hampton Roads.

The Joliet, Ill., "Republican" on March 26, 1909, carried one of these misleading statements regarding the Navy. The "Republican's" story, however, is not detrimental to the service, as the majority of these haphazard writings are. It deals of the training school system of the Government and makes several bad blunders. It mentions the training stations at Newport, R. I., and Chicago, Ill., but fails to state that San Francisco and Norfolk have equally important stations. Both more important than the Chicago station, which as yet has received no drafts. The writer continues and says that formerly a training station was maintained at Mare Island near San Francisco, Cal., but of late years this has been removed to San Diego, Cal.

The worst error in the article, which is written by Waldon Fawcett, is the rate of pay it gives for apprentice seamen. It gives the old apprentice rate of $9 per month where $17.60 should be stated, $12 where $20.90 is correct and $21 where $26.40 is the proper sum. This part of the "Republican's" story should be corrected, for it may leave an impression of the Navy that would work a detriment to the service.

* * * *

FLEET GETS NEW MASTS

One of the distinct advantages to the American Navy of the world-girdling tour was the opportunity offered to study various needs and conditions under different circumstances. Many changes have been suggested by individuals and boards and some accepted. One thing must go. That is all unnecessary superstructure work.

The top-hamper of all warships now is doomed. This means that the masts, bridges, boat cranes, ventilators and all forms of deck housing will go. The first purpose of these changes is to reduce the target area of each ship above the water line. The removal of these things also will tend to lighten the ship, and thus permit the armor belt, which, many experts say, now rests too low in the water, to rise higher and better protect the vitals of the ship. Furthermore, Naval constructors will not be forced hereafter to consider the weight of the top-hamper, and they can add more armor plate to the ship, and thus give it greater protection.

The military masts will be replaced by the "haystack" wire mesh masts, for the use of the men who work range-finders. The two bridges, fore and aft, will be removed and only one bridge, built on a skeleton frame for the Commander and the navigator, will be used. The chart house, wheel house and the commanding officer's emergency quarters will be stowed away below. The ventilators, now made of steel and hindering the free use of the guns, will be made of canvas.

The number of boats on Naval vessels will be reduced materially. Although a reduction on the ships was made before the fleet started around South America, experience has shown that so many boats are not needed and many will be dispensed with. As a result, heavy cranes which are now on the decks will not be needed. With the discarding of so much surplus weight the ships can have a greater freeboard. Low freeboards have proved ineffective in battle, especially when a ship is traveling at a high speed against a stiff breeze.

* * * *

NAVAL PROGRESS

The recently launched Delaware of the United States Navy is the most powerful fighting ship afloat. Her principal armament consists of pairs of twelve-inch guns in five turrets, arranged on the center line of the ship, so that they all can be fired at once, and all are available for either broadside. The Delaware can shoot, at one time, more metal than a broadside from the whole fleet which Dewey took into Manila Bay in 1898. Less than a year ago, the Connecticut was the pride of the Navy. Yet, beyond the reach of its smaller guns—2,800 yards—the Delaware would be almost a match for three Connecticuts.

The battleships which, eleven years ago, destroyed the Spanish fleet outside of Santiago, had a maximum speed of about seventeen knots an hour. The Curtis turbines of the Delaware are designed to drive her twenty-one knots. And she carries coal enough to steam, at her most economical speed, six thousand miles. Such is the progress which we have made in the size and speed of the vessels which we are constructing. The cruise of forty-two thousand miles which the Atlantic fleet has recently completed on time, and completed without mishap or breakdown, is testimony enough to the seamanship of the Navy.

In 1898, at the battle of Santiago, our ships averaged one hit out of every twenty shots fired. Their practice under battle conditions now shows that, in all probability, they would hit eight times out of every twenty shots fired. Mr. Stewart Edward White's article, in another part of this magazine, tells of the breaking of the world's marksmanship records by the Maryland, giving a vitalized idea of what these significant figures mean.

The achievements of the Navy in construction, seamanship and marksmanship make a record of efficiency of which the nation may well be proud.—"World's Work."

* * * *

In the heavy gunlayers' test in the British China Fleet, the armored cruiser King Alfred, flagship of Vice-Admiral Lambton, again heads the results with 150 rounds and 105 hits. The best individual score was ten rounds and ten hits from a six-inch gun. The Astraea is second, with ninety rounds and fifty-one hits, and the Bedford third, with ninety-one rounds and sixty-five hits. The cruisers Kent, Monmouth and Flora have the lowest scores. Altogether 591 rounds were fired, with 365 hits, compared with 665 rounds and 369 hits last year; while the hits per minute averaged 4.56, compared with 4.61 last year.

* * * *

DISCUSS NAVAL AFFAIRS

The question of whether the United States shall become the first of Naval powers or be content to drift and watch other nations forge to the front is becoming one of the most widely discussed. It was recently the subject for discussion before the Middehope debating society of Newburg, N. Y., and the handling of the subject by the speakers shows that they went to considerable trouble to acquaint themselves with facts concerning the Navy. The only good to the Navy talks of these kinds will bring is that it will give the general public information regarding Naval affairs. It is needless to state that the side in favor of Naval expansion won the debate.

* * * *

The revenue cutter Snohomish, which recently arrived on the Pacific Coast from eastern shipyards, is the first vessel built by the Government for exclusive life saving at sea. The utility of the vessel was called into play as soon as she arrived in San Francisco harbor. She went to the rescue of a lumber schooner off the gate. She will be stationed at Neah Bay.

THE POSTCARD LOG

The boys of the U. S. S. Charleston have inaugurated a novel way of sending the bare facts of their cruise, the log, to their friends at home and on other vessels of the Navy. The log is printed on a postcard each week. The members of the crew pay a nominal price for these and send them home. A sample log is as follows:

March 8th—At anchor off Cavite, P. I. German gunboat Tiger stands out of harbor at 8:30 a. m.

March 9th—Pacific Mail steamer Asia stands in and anchors off Cavite, coals ship and departs at 3:00 p. m.

March 10th—"All hands up anchor." Bound for cooler climes. Our long-looked for cruise has at last become a reality. Au revoir to our dear old "Gugs" and bamboo headquarters, the tail end of all creation. Cruiser squadron accompanies us.

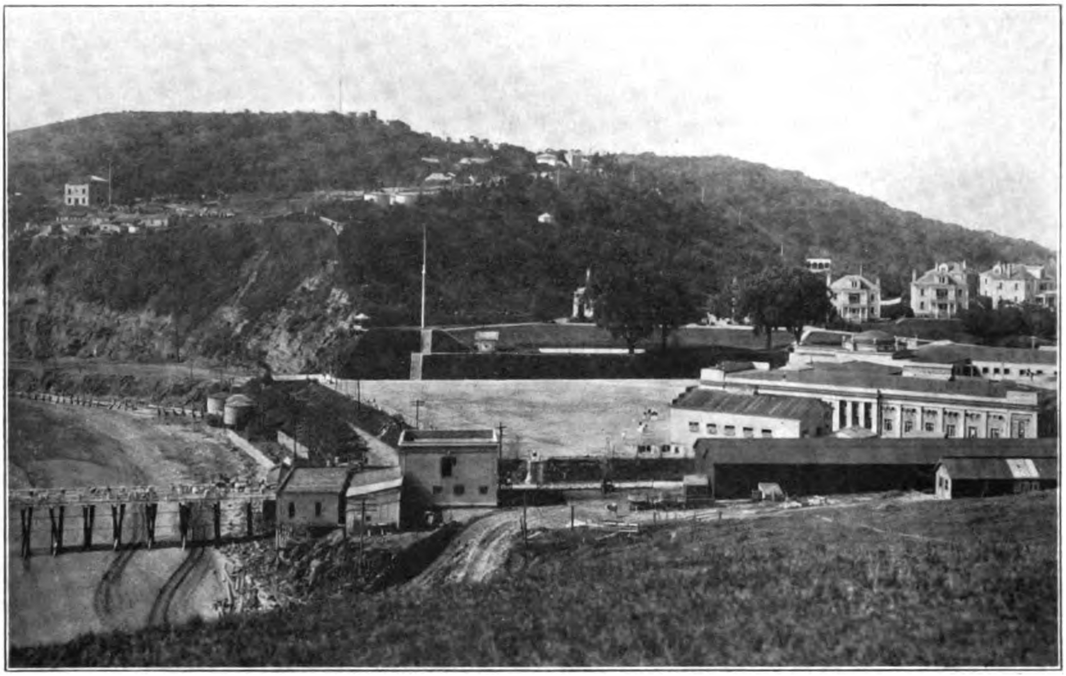
March 11th—Clipping off a 11-knot gait. Weather fair and sea calm as a parl lagoon, consequently no cough-ups for the sustenance of the poor hungry fish. Sight steamer at 6:10 a. m. bearing southward. Ten minutes ammunition hoist test and Seims says he will never do it again. Sight four masted bark at 11:30 a. m.

March 12th—Passing Chinese fishing junks. Set clock back fifteen minutes at 10:20 a. m. Increase speed to twelve knots. Standing up channel and firing salute of twenty-one guns with English flag at fore, at 3:15 p. m. Arrive and anchor off Hongkong at 4 p. m., distance from Cavite, 650 miles. English, German, French, Portuguese and Chinese men-of-war in harbor. Saluting on all sides. Bum boats get cold reception.

March 13th—The wind blows through our whiskers and the uniform is blue. Kow-tow galore. Our saluting battery going from morn till night. A financially depleted lot and no liberty in sight.

* * * *

Five additional torpedo slips will be built at the Charleston Navy Yard to accommodate the vessels of the torpedo flotilla making that station its headquarters. Fifty thousand dollars has been appropriated for the work and will become available on July 1, 1909. It is hoped that the slips will be finished during the summer months. Six slips are already in commission at the Charleston yard. The new ones will be larger and better and will make this station the best equipped for torpedo boats. Surveys and specifications will be started immediately in order that the construction work may start as soon as the money is available.



View of the Naval Training Station, San Francisco, from Army Point.

STATION NOTES

The auxiliary Buffalo arrived in San Francisco Bay during the fore part of April with a draft of short-timers from the Pacific fleet. She sailed for the fleet and Panama on the 12th with small drafts for several ships. The Buffalo will connect with the Dixie at Panama and return to Magdalena Bay with 600 men for the Pacific fleet. She will then go to Mare Island and collect a draft of 700 men for the third squadron of the Pacific fleet. Most of these men will be ordinary seamen from the training station at San Francisco. This station is becoming overcrowded with men and the Buffalo's draft will be a great relief.

* * * *

Although no definite date has been set, the Buffalo will leave San Francisco about May 15th for the Asiatic station with a draft of near 700 men for the third squadron of the Pacific fleet. About 400 to 500 of these, it is expected, will be sent from Yerba Buena Island.

There are about 400 ordinary and apprentice seamen stationed here that could be sent to the Asiatic. In addition several yeomen, electricians and coal passers are available. Smaller numbers in other ratings may go with the draft.

The only drafts to leave the station last month were small ones to the South Dakota, Washington and Colorado and the torpedo boat flotilla.

* * * *

An interesting game of baseball between teams from the Commissary department and one composed of yeomen and masters-at-arms was played at the Training Station April 20th. By threatening to cut down on the food supply the baker-cook team won by a score of 9 to 4. The features of the game were errors by both infields and the absence of hits. The hospital corps has issued a challenge to the commissary team for the championship. The marine camp is considering a challenge to the winner of this game.

* * * *

The illustrated lectures on foreign lands and moving pictures by Chaplain Scott are being appreciated by the crew and apprentices. Many of the crew have been through the cities described in the talks but all are glad to have the opportunity of hearing them described.

* * * *

The new Marine barracks and officers' quarters on the hill are nearing completion and will be occupied by the men within the next few months. The completion of these buildings will be a great boon to the Marine battalion stationed here. The men have been quartered in tents for several years.

Only two baseball defeats were chalked up against the Naval Training Station team during the past month. The first one was the second game of a double header on March 27th and was won by the Oakland Bankers. The second defeat came from a team from Cogswell Academy. They caught the station team off guard.

The game with the U. S. S. Cheyenne on March 27th, was the most interesting one to the Station fans. It was the first game played with a service team and is the only means, so far, of estimating the strength of the Station bunch with the teams of the fleet. The Cheyenne team played good fast ball and great credit is due it although it took the small end of a 4 to 2 score.

Games with the Pennsylvania and West Virginia will be played early this month while the other big cruisers will be taken on as they arrive from target practice at Magdalena Bay.

The team was handicapped in two games by the loss of catcher Ruby, who was laid up with a sore finger. He has returned and with him, Schubkegel, the first baseman who has been out of the game for two months. Yeager, formerly of the Charleston team, is another acquisition. He played behind home plate on the Charleston's fast team and will try-out for that position here.

The games played last month were:

March 27—Station	4,	U. S. S. Cheyenne	2
March 27—Station	2,	Oakland Bankers.	8
April 1—Station	6,	St. Ignatius	4
April 3—Station	12,	Olympics	10
April 7—Station	10,	Boone Academy..	3
April 9—Station	3,	Cogswell School..	14
April 10—Station	12,	Bay Shore	4
April 14—Station	13,	Berkeley Preps....	1

* * * *

Surgeon James G. Field has been detached from this station and ordered to report for duty in Washington. Assistant Surgeon Edward U. Reed has also been detached to attend the post graduate course of the Navy Medical School in Washington. Assistant Surgeon H. A. Giltner has been attached to the station.

* * * *

The Naval Appropriation Bill, which has passed the House and Senate, carries an appropriation for the San Francisco Training Station of $18,445.52.

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Reports are current that drafts of men will leave the station within the next few weeks for the Vicksburg, which ship will cruise in southern waters.

The work of extending the Pensacola wharf has been started. The dock will be lengthened about 50 feet and the old part strengthened.

* * * *

WEST VIRGINIA NOTES

U. S. S. West Virginia,
MAGDALENA BAY, MEXICO, March 18, 1909.

Editor OUR NAVY: The Jolly Tars Minstrel Troupe of the West Virginia gave their 26th grand performance before the crew and friends in Callao, Peru. The feature of the evening was the Volunteer Pugilist, a sketch composed by H. W. Chase, manager of the troupe. It was a decided success. The minstrel end of the program was one of the best ever given in the fleet. The program follows:

PART ONE

Overture "Jolly Tars Minstrels" Morse
Grand Opening Chorus
"Tell All the Coons I'm Coming"
Interlocutor, Pardee

Daily, Montgomery, Blasington, Sharp, Wilkins, Dahlin, Crawford, Edwards, Strauss, Schultz, Reed, Vaile, Vogel, Thompson, McKnight, Streithof, Fisher, Buffington, Shotwell, League, Rosenfeld, Dodgesworth.

Monkey Land........................Strauss
Mandy Lane........................Rosenfeld
Won't You Be My Honey..........Thompson
All I Get Is Much Obliged to You.....Schultz
Take Me Out to the Ball Game........League
I'm Starving for One Sight of You.....Dahlin
Who? Me?..................Dodgesworth
Jungle Town ....Reed
The Yankee Sailor Boys in Blue....Jolly Tars
Fifteen Minutes Intermission
Selection "The Grand Mogul" Luders

PART TWO

DANGEROUS TRICKS
Eli, a Policeman..........................Max
Crummels, an Artist................League
Simon, a Cousin....................Rosenfeld
Abner, a Darkey.......................Vogel
Tilly, a Darkey Girl..................English
Scene—Down Home

NATIONAL CITY QUARTET
Thompson Rosenfeld Lembeck League
Introducing Reed, Buck and Wing Dancer

THE INTRUDERS
Chase Tompkins
Baritone Selection ....Vaile

ACROBATIC TRIO
Montgomery Parker Longacre
Schultz ....Hebrew Comedian

THE VOLUNTEER PUGILIST
By H. W. Chase
Kid Burnes, the Pugilist................Chase
Spider David, His Trainer..............Dailey

Hans, Just Imported..................Vogel
Pat, an Unrivaled..............Dodgesworth
Mose, a Hustler.........................Max
Peggy, in Love...................McKnight
Elsie Burnes, the Kid's Wife........Tompkins
Shadowgraph
Root Montgomery Leslie
Scene—Training Quarters. Time—Present.
Place—San Francisco

* * * *

TENNESSEE NOTES

U. S. S. Tennessee,
MAGDALENA BAY, MEXICO, March 20, 1909.

Editor OUR NAVY: We have just signed the rules governing the contest for OUR NAVY trophy, which we intend to cart back to the Tennessee and place it alongside the championship banners of the Pacific fleet. We want games with the Training Station when we arrive and wish you would inform the manager to get in correspondence with us or hold some dates for us.

News is not much this time. We had no liberty in Callao, but plenty on Chatham Island in the Galapagos group. Say, honest, that was a lemon, not even a native, let alone a village. A few crabs and iguanas welcomed us on the beach. We picked up a poor, half-starved goat in a cave of lava. Two days at sea killed him. We have plenty of other pets, however, and a visitor would think he was in a menagerie. Monkeys, parrots and birds galore perch from prow to peak.

We had a fair liberty in Panama. A baseball game with the I. C. C. League proved too much for us. Ancon won 7 to 0. We were four days at Puntas Arenas, Costa Rica. Here we found the best class of natives since we started south. They showed us a very nice time, sending their own band to the ship for a concert. The Washington band and ours combined gave a concert ashore on the plaza. The boys all laid in a supply of tortoise shell combs and cigars. Some fine Panama hats were on sale. They are manufactured at San Jose, the capital of Costa Rica. We left there the 10th for Magdalena. The Washington left us two days out for Amalapa because of some trouble in Honduras.

On the night of the 13th we passed the Yorktown, steaming south to join the Washington. She had been at Acupulco, Mexico. We expect to be first on the range and then go back south again. We are all anxious to get back in the good old U. S. A., where we can see something and hear something besides "Si, si, senor."

The following notice has just been posted regarding our last coaling from the Norwegian collier Jethou:

	Av. Weight	Bags	Tons	Av. per Hour	Best Hour
1st section...	608.0	1,443	391.7	47.0	62
2d section...	621.3	2,276	631.3	66.5	76
3d section...	600.4	2,276	610.1	64.2	78
Total					216

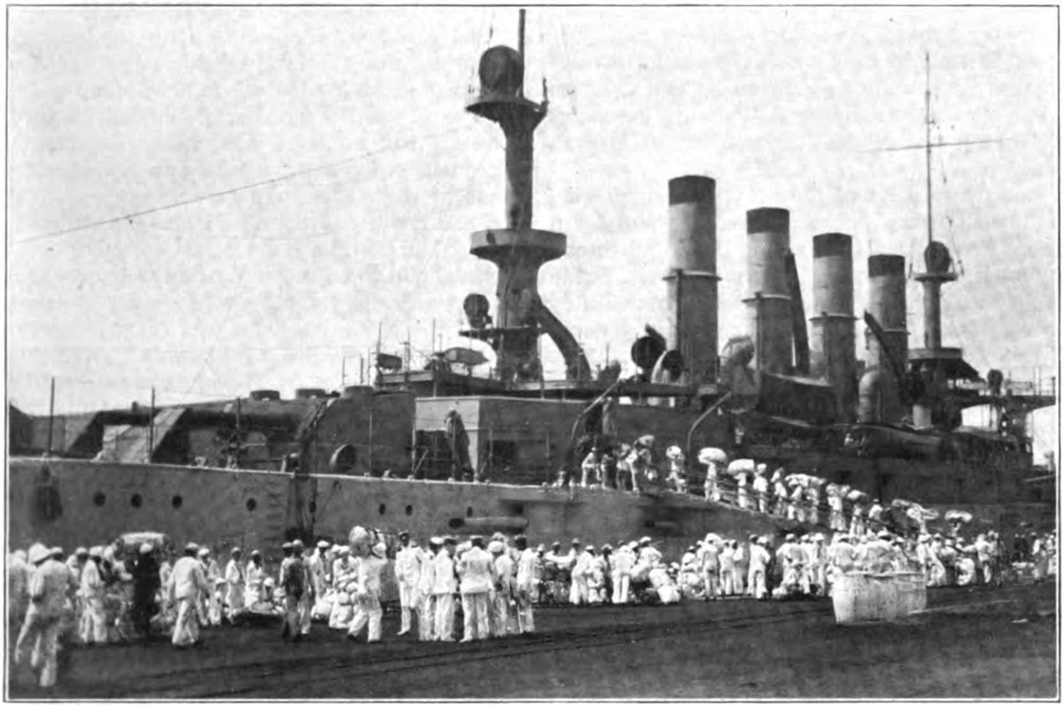
Total bags	5,995.0
Average weight	610.0
Total coal, tons	1,633.1
Average tons per hour	171.9
Best hour	196.0
Hours of coaling	9.5

"This is an increase of 23 tons per hour over our best previous coaling from a collier. The sum of the best hours for every section shows a possibility of 216 tons per hour with the present coaling gear and arrangements. The Captain appreciates highly the energy and spirit shown in this coaling, which is the best yet done in the Armored Cruiser Squadron."

J. M. ACUFF.

* * * *

Editor OUR NAVY: Since writing from the Roads we have been getting on in the same old routine. After the reception and review in Hampton Roads we sent our battalions up to the inauguration, eight ships sending about 2,000 men up on the Hartford, Prairie and Dixie. After an exciting and diverting experience in wind and snow at the National Capital they returned on the 5th and we sailed for Portsmouth on the 6th. The other ships of the fleet had been going out at regular intervals to their respective home yards and there were only about four left when we sailed for the north. The third squadron had also sailed, the battleships and armored cruisers going south to Guantanamo for target practice and the scout cruisers for the Portsmouth yard. We had an easy, eventless run up the coast and anchored in the lower bay during the night of the 8th, going up to the Portsmouth yard early the following morning. This is rather a small yard, but very nicely located, and it promises to become a good yard with proper improvement. The Naval prison is a magnificent structure. The weather is very cold and we feel it intensely because of our long cruise in the tropics. Many of the men are going on leave and every one will doubtless take advantage of a furlough before we leave in June. We are having a great amount of work done;



U. S. S. Montana Going in Commission

getting our regulation war color; installation of new fore fire control mast; new telephones and fire control, repairs to dynamo engines and main engines, and a multitude of other repairs. We expect to remain until about June 15th, when we will rejoin the reorganized fleet under Admiral Schroeder for summer maneuvers. This ship has received a congratulatory letter from the Department, granting her first place in target practice among ships of her class, and our "excellent" rank of gun pointers are looking forward to prize money.

Well, I will close now, with most propitious wishes for yourself and Our Navy. I remain,

J. M. G.

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THE NEW REGULATIONS

The 1909 U. S. Navy Regulations have been received on the various ships and stations, but, according to report, will soon be filled with correction slips and such within a very short time. Several protests on the regulations have been made, particularly by chiefs of bureaus. It is claimed that the clauses are inconsistent and tend to confuse and hinder the reader instead of conveying to him what should be done under certain circumstances.

Secretary of the Navy Meyer has called a board to consider the regulations. Rear Admiral Sperry will head the board with the chiefs of the several departments and three other officers as members.

* * * *

MARE ISLAND

The work of extending the quay wall at the south end of the yard will be commenced in the near future. The work will cost over $50,000. Owing to the construction of the wall below the new dry dock the yard authorities will have to find another location for the receiving ship Independence.

* * * *

Announcement has been made of the officers of the Medical Corps who will begin a post-graduate course in the Navy Medical School Hospital in Washington. They are: Surgeons N. J. Blackwood, R. N. Kennedy, W. H. Bell, R. T. Orvis, R. E. Ledbetter; Passed Assistant Surgeons A. E. Peck, J. F. Murphy, S. S. Rodman, L. H. Wheeler, C. T. Grayson, C. G. Smith; Assistant Surgeons T. G. Foster, E. L. Woods, A. H. Allen, C. B. Munger, E. O. J. Eytinge, L. F. Cohn, E. U. Reed, A. H. Robnett, G. M. Olson, F. H. Brooks and K. B. Mears.

* * * *

Naval Constructor Holden A. Evans, U. S. N., has been granted a patent on a new process of melting pig iron. Mr. Evans is attached to the Mare Island Navy Yard.

April 10, 1909.

Editor Our Navy: Dear Sir—I have the good fortune to have a beloved son in the service at your station; perhaps he is known to you; his name is Harry A. Pallady; he comes of a long line of fighting men on his father's side.

I am in receipt of Our Navy, through him, and wish every one could read it and learn more about it. The Navy is little understood by most of our people. Harry was with Teddy Roosevelt, while hunting in Oklahoma. Teddy is very much loved by Oklahomans in general. I noticed one of his sentences in a speech to the sailors, which you printed, that will live longer than he will, I think. Taking that sentence for my theme, I have composed a few verses and hope you will find room for them in your valuable paper. Yours for the success of Uncle Sam's Navy, I remain,

Yours truly,
Mrs. Birdie Pallady.

TEDDY'S ADVICE

You must care for yourselves and the country, too,
That's what Our Teddy said we must do.
Never were words more emphatic and true;
They equally apply to me and to you.
Hurrah for Teddy Roosevelt!

They don't mean much in times of peace,
But in times of trouble their meanings increase;
Our country must fall when our numbers decrease,
Or would hang in the balance till battles will cease.
Hurrah for Teddy Roosevelt!

We must ever be cool, courageous and brave,
If we kept not the Navy we'd soon be a slave.
The friendship of all of the world we crave,
At the same time the sailor boys save.
Hurrah for Teddy Roosevelt!

The man at the helm his duty will do,
The man with the guns will put the fight through,
And honor and glory will be their due,
In all lands will float the red, white and blue.
Hurrah for Teddy Roosevelt!

The words of Our Teddy were wise, my boy,
Are cherished by us all, without alloy.
We'll shout to our friend, "Ship ahoy!"
And wish him and his the greatest joy.
Hurrah for Teddy Roosevelt!

Mrs. Birdie Pallady.
Oklahoma City, Okla.

OIL TEST UNFAVORABLE

The monitor Cheyenne, after undergoing minor repairs at Mare Island, sailed for San Diego the middle of April on her second cruise to test the efficiency of her oil-burning engines. The trip to San Pedro was made without serious mishap, but not according to the expectations of the officers and men.

The first test of the oil burners on the monitor did not bring the results expected. The burners had to be repaired often and the vessel was practically limited to coastwise cruising. The trip to Mare Island was made in order to better this and make it possible for the ship to sail for Honolulu. The reports received on the second cruise down the coast probably will determine the fate of the boat.

It can hardly be expected that oil or any other fuel could receive the best possible test on a ship of the Cheyenne class. She was designed as a coast defense boat and apparently no amount of fixing will make her otherwise.

* * * *

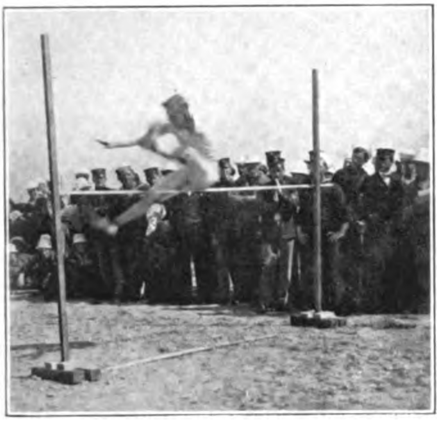
A new ruling affecting the pay of Naval mail clerks has been made by the Treasury Department. The Assistant Controller holds that pay for this service is for actual service performed and that whenever a man, for any reason, is unable to perform his duties, or is not performing the duty of a mail clerk, he shall not receive pay for that period. The ruling resulted from a Navy mail clerk asking for pay for the time he was in a hospital.

* * * *

Rejecting advice to the all-big-gun principle, the Italian naval authorities have decided to retain guns of medium caliber as part of the armament of battleships. The four new Italian battleships (built, building and projected) will, accordingly be armed with 12 12-inch guns, in four turrets mounting three guns each, and 18 4.7-inch guns, eight mounted in secondary turrets, the other ten grouped in central battery, while 16 3-inch guns in a central casement will provide for defense against torpedo-boat attacks.

* * * *

Four hundred marines under command of Major Henry Leonard of the prison guard at Portsmouth took a fifteen-mile practice march during the first week in April. The march was from the Naval station to South Berwick. The men wore the new regulation marching shoe for the first time. It was reported a success. The march was in the nature of a preliminary for the new tests ordered by President Roosevelt on all officers and enlisted men of the Marine Corps.



Talmadge Making 4 ft., 7 in.

On Wednesday afternoon, April 14th, a series of field sports was held on the athletic grounds of the Independence at Mare Island. The sports were carried out under the direction of Chaplain Frazier. It had been planned up to within a week of the day to have a Marathon race and five or six of the boys had been practicing for that event, but for some reason unknown to the writer it was given up and a five-mile race substituted in its place. There were to be prizes of $25 and $10 for first and second place in the Marathon. The prizes for the five-mile were $10 and $5. Kilwinski came in first in the five-mile, making it in close to 32 minutes. He made the remark, when he finished, that he was just getting ready to make the twenty-six-mile for which he had been practicing. Norberg entered the race merely to fill in, having had no practice on it whatever, but after he had made about three miles he was persuaded to finish, since he was doing so well, and he came in second, finishing up with a spurt. It was only through determination that he finished. Schuster kept up well until on the last half of the last lap, when he gave completely out.

In the 100-yard dash Thomas came in first, making it in 10½ seconds, and Ley made second. There were prizes of $4 and $2 on this. In the 220-yard hurdle Thomas made first in 32 seconds and Ley made second. Prizes, $4 and $2. In the standing high jump Myska jumped 4 feet 2 inches, making first, and Yale made second. Prizes, $2 and $1. In the standing broad jump Myska made first and Yale second. Prizes, $2 and $1. In the running high jump Talmadge made first, jumping 4 feet 7 inches. He makes a very pretty jump. Yale made second, jumping 4 feet 6 inches. Prizes, $2 and $1. In the running broad Thomas made first, jumping 18 feet 8 inches, and Myska made second. Prizes, $2 and $1.

The sack race was very amusing, Talmadge coming in first and Ley second. Prizes, $2 and $1. In the three-legged race Jones and Carr came in first through a big mix-up of arms and legs, and Downing and Marshall came in second. Prizes, $2.50 and $1.50. The wheelbarrow race was the funniest event of the day. Thomas and Talmadge made first and Downing and Marshall second. Prizes same as for three-legged race.

Officials were as follows:

Managers—E. Tompke, J. Cullen, T. R. Parker. Judges—R. S. Warrington, R. Partridge, E. W. Slater. Starter—G. W. James.

It was a very pleasant day and every one had a fine time. It is planned to have a day of sports about every two months. We have a fine race track nearly a half mile in circumference and a good baseball diamond and athletic field inside it.

The success of the day is mainly due to Chaplain Frazier, who takes a great interest in all sports. G. S. W.

* * * *

Senator Heyburn has introduced what has been termed "an absurd little bill" into the Senate that provides for the Navy Department to furnish each State with a model of the battleship named after that State. Mr. Heyburn claimed that his object was educational in that it would allow school children in the different State capitals to become better acquainted with the modern battleship.

* * * *

CHALLENGE TO FIGHTERS

The following challenge appears in "The Liberty Bell," the ship's paper of the U. S. S. Pennsylvania. OUR NAVY reprints it for the information of the service:

"Gunboat" Smith of the U. S. S. Pennsylvania, champion heavyweight of the Pacific fleet, hereby challenges any man of the fleet who is desirous of meeting him for the title; purse or side bet. Anyone expressing a willingness to accept this challenge will please communicate with A. E. Poet, chief turret captain, of the Pennsylvania.

* * * *

The Berlin correspondent of the London "Standard" says that Austria has decided to lay down almost immediately three Dreadnaughts. The Naval estimates for the past financial year were $12,600,000, but will amount to upward of $22,000,000 this year.

THE "VISITOR" QUESTION

The question of who shall visit Navy Yards and when they shall visit is almost a mooted one. It has grayed the hair of many Commandants in time past and probably will worry many more before it is properly settled. At Boston a new plan has been adopted which may prove a relief. Visitors when they enter are given a card on one side of which is printed, "Good for exit only." This ticket must be shown to the guard on leaving.

Trouble over visiting passes is a frequent thing at Navy Yards and Naval Stations. People want to come and go indiscriminately and very few are willing to accept the courtesies of the Service thankfully. There are many deserving persons who would like to visit Navy Stations, but these are very few in comparison with the "regular patrons" who come and go every chance they get.

At one time in Philadelphia it was necessary for the police to take charge of a bunch of girls who demanded that they be allowed to visit the Navy Yard. At other yards it has become necessary to restrict visitors to two or three days a week and then only during specified hours.

When people learn to accept the regulations of a Naval Station when visiting such a place most of the friction between visitors and Navy Yard officials will have been erased. This, however, seems a most impossible thing.

* * * *

SCOUT CRUISERS TO RACE

The three new scout cruisers, the Chester, Salem and Birmingham, are having about the most severe tests the United States has ever given ships of war. The cause for most of these trials is the motive power of the ships. The Birmingham is equipped with triple expansion engines, the Chester with English-made turbines and the Salem with American-made turbines.

The first trials given the cruisers were the usual speed trials before acceptance by the Government. Then followed dozens of others to determine the action of the different makes of engines and to demonstrate how these engines might be used on war vessels.

Beginning March 20th and ending April 15th, the three cruisers went through the toughest coal endurance tests Government experts could devise. The first run was 1,000 miles at ten knots an hour. The second run was 750 miles at fifteen knots, and the third 2,000 miles at twenty-knots an hour. In addition to these runs the cruisers raced twenty-four hours at full speed and several times had forced draft for ten to thirty hours.

The next test the ships will have to stand will be the hardest. It will be a Naval race unprecedented in Naval affairs. The ships will start from Boston and go to the Azores and back, more than 5,000 miles. The whole run will be a race, and it is expected that the much-discussed question of which type of engine is the superior will be determined. All three of the ships have broken world's records. the feat of the Chester was accomplished in her trial cruise, when her speed of approximately 25.52 knots per hour brought a gasp to the Naval world. Shortly afterward the Salem won the title "Queen of the Seas" by making a mile dash at the rate of 26.885 knots per hour.

All three vessels are now in dry dock being cleaned and painted. Following this overhauling the boats will repair to Newport and take an equal amount of picked coal from the same pile.

At a given moment the three scout cruisers will then be sent away to the Azores, lying close to Spain, in the Atlantic Ocean. To the Azores and back they will go—a distance of 5,000 miles—and when the winner returns to Newport, U. S. A., a definite schedule of American Naval engine construction will have been set for years to come.

* * * *

The third squadron of the Pacific fleet sailed from Amoy April 5th for Shanghai. Rear-Admiral G. B. Harber is in command. The men were given extended liberty in Amoy and enjoyed themselves to the limit. Amoy is becoming one of the best liberty ports in the Orient.

POSTED.

"Do you know your orders, sentry?" asked an officer.

"Yes, sor," was the prompt reply.

"Know the points of the compass?"

"Yes, sor!"

"If you face the rising sun, your left hand would be on the north of you, and your right hand to the south of you. What would be behind you?"

"Me knapsack, sor."—Spare Moments.

* * * *

A bill has been introduced to make a retired list of volunteer Naval officers. The bill provides that all volunteer officers of the Civil War be carried as retired officers and as such be paid $50 a month when 64 years of age, $75 a month when 70 years of age and $100 a month from 76 years of age to death.

LIBRARY OF THE UNIVERSITY OF CALIFORNIA

Fleet's Baseball Teams Landing for a Game at Magdalena

OFFICERS NEAR DEATH

More than thirty officers of the Pacific fleet had a narrow escape from death by train wreck in the mountains near Lima, Peru, while the Pacific Coast squadron was cruising along the South American coast shortly before the Buffalo left. They were walking along a railway track on a trip in the mountains, where they were going to spend the day, when they came upon a huge dredger at work. They were watching the machine and the eight men composing the crew. The officers were in the act of climbing on to the dredger, when a train dashed into it, killing the entire crew. Among the officers who had the escape were:

Lieutenant-Commander Newton A. McCully of the California, Lieutenant Charles C. Moses of the South Dakota, Captain V. L. Cottman of the California, Ensign Ernest Derr of the South Dakota, Lieutenant Daniel S. Mahoney of the Washington, Midshipman Samuel A. Clement of the South Dakota, Lieutenant-Commander Stephen V. Graham of the Tennessee, Lieutenant-Commander Ashley H. Robertson of the Tennessee, Paymaster George R. Venable of the Tennessee, Lieutenant-Commander Henry J. Ziegemeier of the West Virginia, Ensign Charles C. Hartigan of the West Virginia, Lieutenant-Commander Glennie Tarbox of the Colorado, Captain Charles B. T. Moore of the Colorado, Lieutenant Edward W. McIntyre of the Colorado, Lieutenant-Commander William A. Moffett of the Maryland.

* * * *

STATE GETS PENNANT

Chief Turret Captain Fred Petry and Master-at-Arms (first class) Philip Schlossberg, of the battleship New Jersey, on behalf of the crew of that big sea fighter, presented to the State of New Jersey the magnificent silk homebound pennant which was displayed from the mainmast when the waters of this country were reached off Hampton Roads after the cruise around the world. The pennant is 600 feet long, and was made in Yokohama, Japan. The first of the thirteen big stars that adorn the 200-foot long blue field, is twenty feet from the bamboo staff. That gives some idea of its proportions.

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Rear-Admiral H. N. Manney, retired, has been assigned as resident engineer of the Point Loma coal station at Point Loma, Cal.

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The Union Jack of the battleship Maine, sunk in Havana harbor in February, 1898, has been received by the Navy Department and will be added to the collection in the Naval Museum.

THE OCTOPUS

EDITED BY

FRANCIS B. DeWITT

EX. U. S. NAVY

FESSENDEN ONE OF AMERICA'S GREATEST INVENTORS OF WIRELESS TELEPHONY

"Reginald A. Fessenden of Brant Rock is one of the greatest wireless inventors of the age. He has developed wireless telephony so that it is a success in its infancy."

This is the tribute paid by the inventor Elihu Thompson to the man whose system of wireless telephony recently defied all attempts of the United States Navy to disprove its efficiency by interrupting its messages. After working ten years on wireless telephony, Mr. Fessenden regards the failure of all attempts to interfere with the messages sent out from Brant Rock during the recent test as establishing beyond doubt the success of the non-interfering system, and declares wireless telephony an industry that will soon take its place in the commercial world.

Although the details of the discovery are kept secret, it is believed that Mr. Fessenden's device will do away with the present necessity for high masts, which has been a source of great trouble on account of the cost and inconvenience, especially on shipboard. Towers of smaller height have not answered the purpose satisfactorily and inventors have been trying to devise a way to transmit waves without resorting to the erection of high steel structures in the air. Wireless telephony requires at present a more powerful mast than wireless telegraphy, and this is the difficulty which Mr. Fessenden's device is said to overcome. If it answers its purpose, it will serve as well for telegraph stations, because the whole Fessenden system is interchangeable.

From the 420-foot mast at Brant Rock station, messages have been sent and received over a distance of 400 miles. A series of small masts for applying Mr. Fessenden's inventions are in course of erection on a level field. They are about 25 or 30 feet high, are arranged in a circuit, and will support the mechanism to carry out the experiments. Not until every detail is perfected will Mr. Fessenden disclose the nature of his invention. A part of the system will be in complete operation in the near future.

TYPEWRITING BY WIRELESS

A boon to the newspaper and commercial world is promised by the extension of the principle of the wireless telegraph system to the operation of distant mechanisms. An apparatus has been designed by H. Knudsen, the inventor of a system of photo-telegraphy, which can be connected to and worked in combination with any typewriting or linotype machine. By means of a transmitting typewriter various electrical impulses corresponding to the several letters of the alphabet are sent out and received on a similar typewriter or linotype through a detector and relay. It thus becomes possible for one operator to set type on any number of receiving machines on land or sea. It is also possible to tune and arrange the machines so that no foreign messages or signals can interfere with or be received by them. The transmitting and receiving machines are practically identical in construction and in their simplest form consist of the following parts: The transmitting typewriter connected with an electric motor operating two pulleys, over which an endless belt with two contacts is wound. This belt travels in a constant direction, and the contacts, which are fastened at equal distances to its inside, come to a full stop at each half of a revolution, in fact, every time one of the contacts has passed over the alphabetic contacts connected to the levers of the transmitting typewriter.

In order to operate the machine, the contacts corresponding to each letter of the message are raised by pressing down the levers of the transmitting typewriter keyboard. Those contacts then remain in a raised position until the starting key or lever has been pressed. This lever starts the belt of the transmitting machine, and at the same time sends out an electrical impulse which is received by the typewriter installed at the remote end, thus starting this typewriter. The belts of the transmitting and receiving machines accordingly travel at the same speed over their respective contacts. The transmitting machine obviously makes contact only with such types as have been previously raised, and on touching the raised pin the contact on the endless metallic belt depresses this, thus sending an electric impulse out to the receiving station, where it completes a circuit through a coherer and relay. The metallic contact fixed to the traveling belt thus completes a current through a magnet located above the corresponding key or lever of a typewriter or linotype machine, actuating the lever in exactly the same manner as an operator would do when handling the machine in the usual way. It is essential that both machines and metallic belts should come to a full stop after passing over their contacts, being held in this position until the first electric spark has been sent out from the transmitting machine.

Any saving of time is obviously of enormous value to a newspaper, and this most direct and rapid transmission of news from sub-editor or correspondent to any number of typewriting or typesetting machines, when once universally adopted, will undoubtedly cause a revolution in journalism. It makes the newspaper man independent of space and time.

* * * *

CONGRESSIONAL BONUS DESIRABLE FOR NEW WIRELESS SYSTEM MAKING INTERFERENCE IMPOSSIBLE

The press of the whole country is agitating the question of the advisability of Congress enacting a law to create a Government monopoly of wireless telegraphy, in order to avoid the trouble arising from the interference between commercial and amateur stations and to secure the secrecy of Government messages. Such interference can not be proved to be sufficient to be a real menace to the Government, and until then such a law would prove disastrous to the fullest usefulness of this new means of communication that is coming to be of such great importance to the commercial world, and would be an infringement of the rights of the people that could hardly be tolerated. It would be more in the line of progress and sound Governmental policy for Congress to offer a sufficiently large bonus to encourage the invention of some system of wireless telegraphy that would make interference impossible. It is not improbable that it will be done, but investigations and experiments mean time and expense to the inventor, and there is the uncertainty of placing any invention on a paying basis, and an adequate bonus would be but a just recognition of the value of this desired improvement in the wireless field.

Too great stress is being laid by the press upon the alleged interference with Government messages by amateur stations. Few amateur stations are fitted up with apparatus of sufficient power to transmit ether waves any great distance, or have towers high enough to interfere appreciably with the work of the great Government or commercial stations. The operators at the Government stations on the Pacific coast state that they have no trouble from this source, although formerly there was some interference. There are in this country three associations of wireless engineers and operators whose members have made it their purpose to interview the operators of amateur stations and urge them not to send messages during the stated hours when the Government stations are in operation. The justice of this course has been recognized and the non-interference policy is being generally observed. The difficulty that is created by large commercial stations is of a more serious nature, but it can hardly be expected that the country at large should be deprived of the use of wireless communication for the exclusive benefit of the Government. Regulation might be desirable through the requirement that all stations be licensed by the Government, and that a severe penalty be imposed for revealing the contents of any message "picked up" by a station for which it was not intended.

* * * *

WIRELESS EQUIPMENT ON GREAT LAKES

When navigation opens on the Great Lakes this spring, and the big passenger boats start out, travel on the inland seas will be placed on a higher plane of safety than ever before. No less than five fleets of passenger steamers will be equipped with both wireless telegraph and telephone, thus enabling them to keep in constant communication with land, and in the event of trouble to let their condition be known at once.

* * * *

WIRELESS TELEPHONY FOR SHIPS

Wireless telephony is now demonstrated to be feasible and easy of operation. As a life and property saving development, it would seem that it should be accepted and promoted by the great shipping industry. In the coastwise trade the benefits are beyond estimate. The outfit is so inexpensive as to bring it within the means of the smallest craft. It is always ready and effective. The vessel so equipped is practically in communication with the shore at all times, and every craft is thus always within easy call of its owners, as well as the life saving stations. This means great saving in loss of property and beneficial results beyond computation in the saving of life.

TALLEST WIRELESS TOWER

The most impressive thing about the new wireless outfit contracted for by the Navy Department, says the "Boston Transcript," is that it will necessitate the use of a tower 650 feet high, which will be by all odds the highest structure in the world, except the Eiffel tower. But the new tower will be solid. It is to be of concrete and will make the Washington monument look squatty by comparison. It will scarcely seem a tower at all, being only fifty feet at the base and eight at the top. It will be more like an exaggerated chimney or a concrete mast, but it will be hollow and will carry the aerial wires in the shape of an immense umbrella frame at the top. The top of the tower, it is believed, will not be much of a resort for sightseers, even should they be allowed the privilege. There will be no elevator, and anyone who wants to ascend for the view will have to walk. The Navy Department wanted to use the Washington monument for a wireless tower on account of its height. Permission to turn the great shaft to utilitarian purposes could not be obtained. The taller, thinner tower is the alternative.

It will convey some impression of the height of the tower to compare it with the monument. That is 555 feet high, fifty-five feet at the base and twenty-five feet at the top. The cement tower, which will be re-enforced with concrete, will be only fifty feet at the base and eight feet on top, though it will be 650 feet high. The aerial frame will spread from the top like unbrella ribs 200 feet long and insulated at the tips and connected with guy wires that will run to the ground and keep them extended. The wires from the aerial frame will run inside the tower from the top to the ground. The current will be 100 horsepower, about thirty times as strong as anything now in use.

There is not anything too much known about the possibilities of long-distance transmission in wireless stations. It is thought that with the outfit proposed wireless messages can be sent 3,000 miles. The department now gets occasional wireless messages over 2,000 miles and some times nearly 3,000 miles away. These are regarded as freak messages, but experts consider that if this sort of sending is possible by a low-powered station a bigger one will be able to accomplish the same thing positively.

Several ships of the Navy will be equipped under the same contract with outfits capable of sending up to 1,000 miles. It is impossible to install as effective sending stations on shipboard as will be the great station at Washington, but there are few places where a ship with a 1,000-mile sending radius can not pick up some shore station so as to get a message relayed to Washington.

The total cost of the station when completed and in working order, exclusive of the tower, will be about $100,000, and it is expected to be in operation in six months' time. Its success is positively guaranteed by the contractors, and confidently expected by Admiral Cowles and Lieutenant Commander Cleland Davis, the officer in charge of the installation and under whose direction plans and details have been developed.

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AGE OF WIRELESS

Five years ago "wireless telegraphy" was looked upon as the idle dream of a "visionary" and entitled to little consideration from the commercial man or capitalist. To-day messages are sent over land and sea for thousands of miles. Battleships, ocean steamers, and water craft of all kinds are being equipped with wireless apparatus. Governments in all parts of the world are adopting the wireless system, making contracts for steamer and land stations, and communicating by wireless telegraphy daily. Wireless telegraphy is coming rapidly into universal use, both over land and sea, and the time is fast approaching when its adoption will be made compulsory, for the better protection of life and property.

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WIRELESS PREVENTS COLLISION WITH ICEBERGS

The international arrangement for reporting icebergs and flotsam by wireless is another great step toward safety in navigation. Many a good ship has gone down by striking an iceberg or a waterlogged wreck. Under the new arrangement the immediate report will be repeated to every ship anywhere in the vicinity of the danger, and extra precaution can be taken to avoid it. Incidentally, the work of our gunboats and revenue cutters, which destroy many dangerous derelicts, will be made easier by the constant existence of an up-to-date map of floating wrecks corrected to within a few hours, which will enable them to proceed directly to any flotsam in the usual ship lanes and remove all danger.

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WIRELESS CONTROL OF TORPEDOES

A most remarkable innovation in the wireless field is the discovery of a method by which the direction of the torpedo boat can be controlled at will over long distances from shore stations, or vessels. This together, with the ability to locate vessels, either surface or submarine, at a distance of a hundred miles, gives a means of coast defense which would make the invasion of this country by a hostile fleet an impossibility. This discovery will be thoroughly demonstrated by the inventor, Mr. Francis B. DeWitt, at the Alaska-Yukon-Pacific Exposition at Seattle, Washington, which opens June 1, 1909.

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MAMMOTH WIRELESS PLANT

Wireless apparatus that will transmit messages for 3,000 miles, day or night, has been contracted for by Secretary of the Navy Meyer, the agreement being made with the National Electric Signaling Company of Pittsburg. In addition two ships are to be furnished with similar apparatus capable of sending messages 1,000 miles.

The equipment will be about thirty times as powerful as that in ordinary use, and with it communication may be established practically across the Atlantic Ocean.

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PRACTICAL USE OF WIRELESS TELEPHONES

Wireless telephony has been in experimental use on battleships for some time, but the public has not felt a crying need for communication with war vessels and little benefit has been derived from the invention. Wireless telephones, however, are now coming into practical use. Many of the boats on the Great Lakes have ordered the device installed and the police boats in New York Harbor are being fitted up in the same way. Plans are being studied for providing trains with wireless apparatus, and it seems to be only a question of time when all ordinary telephone business may be conducted by wireless. If this development, so confidently promised, becomes a practical working success it will create a revolution in the telephone business and will in many ways be an advantage over the present system.

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PRESENT DEVELOPMENT OF THE WIRELESS TELEPHONE

The phenomenal scientific development of the wireless transmission of energy and intelligence which has obtained during the past few years has indeed been startling to the layman, but to the scientists, who have been for years pursuing this line of investigation, it is but the expected result based entirely upon the application and adaptation of natural physical law. The most pre-eminent, and perhaps the branch that has been most rapid in its development, is that of the wireless telephone.

In 1900 A. Frederick Collins of New York began his first series of experiments in a small laboratory in Philadelphia and succeeded at that time in transmitting articulate speech across the Delaware River without the means of intervening wires. The rapid advance he has made in bringing wireless telephony nearer to a commercial possibility and necessity has been almost incredible. To-day Mr. Collins has perfected his system by the use of the Collins rotating oscillation arc, a full description of which accompanies this article. Electric oscillations may be produced by a number of different methods, the one employing an induction coil energized by a direct current being the best known, while the one using an arc lamp fed by a direct current is perhaps the least known. There is as great a difference in the nature of the oscillations produced as there is in the method of producing them, for while the first named sets up high-frequency currents that are periodic in time and space, the latter sets up oscillations that are sustained and continuous.

That an arc light transforms a portion of its current into oscillations was demonstrated by Firth and Rogers in 1893, and it was graphically shown by a series of curves plotted in 1900 by Marchant and Duddell. The apparatus employed by these physicists consisted of a direct current circuit, which included a choke coil, the arc light, and a resistance, while shunted around the arc light, was an inductance and a condenser. When the inductance, capacity and resistance of the shunt circuit is properly balanced the arc emits a musical note and at the same time it transforms a portion of the direct current into high-frequency alternating currents, the amplitude of which, that is, the oscillations, are sustained.

Duddell ascertained, however, that the arc light will generate sustained oscillations only when there is a small change in the potential difference between the electrodes of the arc, and when the corresponding change in the current through the arc is numerically greater than the resistance in the condenser and numerically less than the resistance of the direct current circuit in series with the arc.

The first application of the direct current arc to wireless telephony was made by Collins in 1902 and since that time he has devised many forms of arc lamps for the production of sustained oscillations.

In 1903, when experimenting with the musical arc, Poulsen found that if the arc burned in hydrogen or hydrogen compounds the ratio of transformation is greater and that the frequency of the oscillations is higher. He also found that more intense oscillations were obtained if the arc was formed between a cooled metallic electrode and a solid carbon. Collins has ascertained that a greater percentage of direct current is converted into high-frequency oscillations providing carbons are used and one or both are kept at a low temperature; and in order to accomplish this in practice he employs a pair of carbon or graphite disks as the anode and the cathode; these disks are mounted on parallel spindles so they are in the same place and are connected by means of bevel gears to an insulated shaft. The disks are insulated from each other by fiber bushings inserted in the gearing, the casing forming one of the connections while the insulated bearing in the bottom of the casing forms the other. The gearing is so arranged that the carbon disks are rotated in opposite directions, the power being furnished by a one-eighth horsepower motor. One of the bearings of the shaft is mounted in a keyed sleeve which permits the spindle carrying one of the carbon disks to be moved toward or away from the opposite disk so that the length of the arc can be varied while the lamp is in operation. The carbon electrodes are placed in a metal casing while the rotating mechanism is attached to the bottom of the casing.

The casing is supported between the poles of an electromagnet and through the ends of the poles, at right angles to them, are polar rodes of soft iron which are threaded, and these are screwed through the extremities of the magnet at right angles to the arc. The ends terminating in the casing are pointed, while those projecting outside have disks of hard rubber so they may be adjusted in their positions to the arc. The magnet coils are placed in each of the leads of the supply circuit and serve to choke back the oscillations from the generator. The casing is supported between the poles of the magnet, and the magnet in turn is held in position by an iron base.

While the magnets provide a strong magnetic field in which the arc burns and so increases the resistance between the carbons and hence raises the voltage, the adjustable poles of the magnet are used primarily to blow back and keep the arc between the carbons where the distance is the shortest, and were this not done the arc would follow the revolving carbons until it would be broken. The arc has been burned in different gases, under pressure and in a vacuum, and I hope to make these researches of Mr. Collins public in a future article.

The rotating oscillation arc obviates the disadvantageous features of the stationary arc in that a constantly fresh and cool surface is presented to the arc and in that it prevents the uneven burning away of the electrodes which gives rise to untoward variations in the frequency of the oscillations, and finally in that optimum length of the arc, namely, at the length which, when the frequency of the oscillations is greatest, may be maintained for long periods of time, which is quite impossible when the carbons are stationary.

A full discussion of the radio-telephone as it is used in the U. S. Navy and all later developments will be discussed in a future issue.

SOUTH AMERICA NOT POPULAR

Seeing foreign lands as a member of the crew of one of Uncle Sam's large warships is not all gala times and honey, as the popular supposition goes. Sometimes a fleet gets into "bad lands" and the crew suffers. Particularly is this true of South America. The American bluejacket has little love for a second trip to this land, as the following items from "The Liberty Bell," an exceedingly bright little magazine published by J. E. Haley aboard the U. S. S. Pennsylvania, will testify:

"We can all sympathize with the ship's company of the U. S. S. Yorktown, having to stay at the Galapagos Islands for the next three or four months. It is almost as monotonous as the last six months of our cruise and is very nearly as lively a place as Tuituila, Samoa.

"Charles Island of the Galapagos group, though uninhabited, can boast of a postoffice or at least a mail box. It is a barrel painted red and white, with the notice 'Post Office' painted in large letters on the side.

"So far we have not heard of any regrets for leaving South America. All we can say is that we wish it had been sooner. The 'Estados Huidos' is good enough for 'we-uns.'"

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The British gunboat Shearwater was in San Francisco Bay from April 1st to April 5th on her annual cruise down the coast. She had been south to Coquimbo, Peru, where she was with the Pacific fleet.

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According to dispatches from Tokio, Japan is cutting down expenses in military and naval matters. A decrease of 9,000,000 yen has been made in the naval budget.

Wireless Telegraph Station, Sitka, Alaska

About ninety machinists in the Navy are at the present time eligible for the new rank of chief machinist created by the last Congress. Examinations will be given these men about the middle of April on home stations and some time later in the Orient. This rank provides a reward for one of the hardest working branches of the Navy that heretofore have gone rewardless.

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Senator Perkins, of California, has agitated the selling of the gunboats Vicksburg and Petrel by the Navy to the Treasury Department for use as revenue cutters. This, it seems, would be a wise plan to follow. The two ships are practically useless to the Navy but would make valuable additions to the revenue fleet.

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The St. Louis did not go in commission at Bremerton Navy Yard last month as was expected, but now, according to reports, will begin a southern cruise about May 15th. Probably she will relieve the armored cruisers now doing guard duty in Central America.

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TARGET PRACTICE

It is rumored that several records were broken during the spring target practice of the Pacific fleet, especially by the torpedo boats. The California seems to have the lead for total number of points. That ship was particularly good in mine planting. Excellent scores were made by all ships.

BLISS-LEAVITT TORPEDO NUMBER 1021

(A Yarn)

By Alfred E. Bennett, U. S. N.

Bliss-Leavitt Torpedo Number 1021 was sore all through, even to the center of his iron guts. He had been listening to the Gunner's mate's talk as they polished his steel flanks. And he learned that instead of laying in his rack and being polished, oiled, burnished and nursed until the fleet sailed away to the Magdalena target grounds, he was soon to be fired into the cold muddy waters of San Pablo Bay.

Think of it! and he had figured upon a good long rest, until the regular spring target practice. Barring, of course, the bare possibility of a chance to stick his red war-nose into the private affairs of a Japanese battleship before that time.

But the California Legislature, by their temperate action, having precluded that delightful possibility, he was inexpressibly pained and grieved to contemplate being used as an experiment torpedo.

Orders are orders, however, and as the boats of the flotilla were all agog with excitement over the new torpedo regulations, Bliss-Leavitt Number 1021, was chosen on his particular ship as the means whereby certain "dungaree" gunners were to acquire more torpedo dope.

The shocked and humiliated missile resisted with all the force of his eighteen hundred pounds when preparations were made to sling him out on deck. But the gunner's gang was obdurate and unyielding so out they snaked him, with chains about his middle. He derived a certain satisfaction, however, in the deep-sea oaths and smashed fingers which marked the triumph of his tormentors.

They placed him in the chocks and screwed off his head, from which they carefully removed his gun-cotton and dynamite brains. A gunner then packed some foul smelling stuff into his nose, which was to take fire upon striking the water, so they would be able to locate him by the smoke and flame in case he tried to escape.

His tail they removed also, and spent hours in tinkering, beating, screwing, and adjusting the many hundreds of little wheels, tubes, do-gagets and curlicues with which it is filled. And then, to add insult to injury, they planted one of those infernal gyroscopes in the center of all machinery.

Now, if there was anything in the wide world which Bliss-Leavitt Number 1021 positively detested it was a gyroscope.

You see, the gyroscope is to a torpedo what a master-at-arms is to the ship's company. Or, to put it in other words, the gyroscope makes the torpedo behave. It is a wonderful little brass box which contains several cylinders which spin inside each other at a speed of some 25,000 revolutions per minute. The gryoscope is sent with the torpedo to make sure that the erratic, if not sometimes dangerous fellow, goes where he is sent without turning to the right or left. It's action is almost human, and it enjoys the perfect confidence of the gunner. It is not surprising then that any self-respecting torpedo should feel aggrieved at having such a monitor placed over his movements.

But this was not all, by any means. When they recoupled the unfortunate torpedo's head and tail back to his body, they proceeded to fill his belly with hot air.

Not an ordinary or a comfortable amount of air, but enough to make his steel ribs crack. They drove it and forced it into him until he had a pressure on the inside of him of about 2,300 pounds to the square inch. He shrieked and whistled and spewed his indignant protests every time they loosened the tiniest nut, but the merciless gunners stuffed him like a sausage and bundled him forthwith into his tube.

He was a very miserable torpedo indeed as he lay in the close darkness of the tube as the ship steamed for San Pablo Bay. His sides pained him and then the gyroscope kept up a malignant chuckle back in his tail.

At last the silence was proken by the metallic click of a cartridge which was placed behind him. The tube swung slowly around, and then, with a sound like the popping of a champagne cork as big as the Ferry Building, he was rudely shot into the air.

He had barely struck the water when, shivering with cold and maddened by the pain caused by the mud in the row of eyes that lay in a circle about his head, he sprang a full twenty feet into the air. Bellowing with rage, like an angry bull, he dove again and sped on at a forty-knot clip, plowing up a column of water with his nose like a whale.

Again and again he leaped clear of the water been sent out to capture him, he headed straight for her stern. Disregarding the angry hum of the gyroscope which was making frantic but unavailing efforts to control the angry monster, Bliss-Leavitt Torpedo Number 1021 dashed for his enemy.

The cutter's crew stood ready to jump for their lives. It seemed that nothing short of a miracle could save them. The streak of boiling foam drew dangerously near, but at the last instant, brain triumphed over brawn, and the gallant little gyroscope swung the mad torpedo back on his course.

A few moments later the baffled, beaten demon lay alongside the ship, growling and puffing with the last of his hot air. Smoke poured from his nose, and little red flames licked angrily from his row of black eyes where the fire substance had lodged. So he lay, wallowing and painting in disgust, while a couple of gunners leaned from a small boat to pass chains about his body.

Suddenly, Bliss-Leavitt Number 1021 grew strangely quiet, and then, before a word of warning could be spoken to the two gunners, plunged instantly with all of his eighteen hundred pounds to the bottom of the muddy bay.

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In much less time than it takes to tell this, two stunned and bewildered gunners stood on a bare, red-hot deck. A broad sea of fire stretched away in all directions and broke on a brimestone reef. "This looks like Hell," said one. "I got my arm caught in that dam torpedo, is that how we got here? That's as far as I can remember," replied the other as a brown deviless, clad in an asbestos hula skirt, dropped lightly from a sulphur colored cloud and poured a bucketful of boiling gin over the two of them.

CANAL WILL HELP NAVY

While discussing the possibilities of the Panama Canal in New Orleans, Louisiana, recently, Chevis P. Dungan, property clerk of the Pacific Division of the Canal Zone, stated that he had never seen anything in print to the effect that the canal would be a great help to the Navy. Mr. Dungan is somewhat misleading in his statement for he infers that nothing on this line has been stated. The files of any service paper would deny this. Continuing, Mr. Dungan said:

"The United States is spending $100,000,000 a year on her Navy, and the completion of the canal will increase the efficiency of Uncle Sam's fighting craft fully twenty-five per cent by having a means for them to get quickly from the Atlantic to the Pacific or from the Pacific to the Atlantic. This means a saving of $25,000,000 a year, and the canal will consequently pay for itself, under this basis, in something over twenty years. Aside from other considerations, therefore, the work is a highly profitable investment for the country."

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NAVY HELPS S. S. INDIANA

The cruiser California made a hurried trip from Magdalena Bay to San Francisco Bay, arriving in San Francisco April 4th and departing April 6th. The California brought with her, drafts of short timers from the fleet and passengers of the wrecked steamer Indiana of the Pacific Steamship Company.

The importance of a good Navy in times of peace was strikingly illustrated by the Indiana affair. The passenger steamer was on her way from Central American ports to North American ports. She lost her course south of Magdalena Bay and struck a dangerous reef of sunken rocks inside Point Tosco.

The Albany and two tugs hurried to the passenger boat and arrived before it was necessary for the ship to be abandoned. The passengers and valuables were transferred to the Albany while the tugs attempted to move the vessel from its perilous position. The passengers were taken to Magdalena Bay and there retransferred to the California and landed in San Francisco one day ahead of the Indiana's schedule.

While the California was north she coaled and took on board several small drafts of coal passers for the vessels of the fleet. No liberty was granted on the trip. The men accepted the deprivation of their leave in the best of moods.

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The Central Creamery Company of Eureka, California, has secured a contract from the Government to furnish 270,000 pounds of fresh butter to the vessels of the Pacific fleet. The Atlantic fleet will require twice that amount.

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Alfred Picard, Minister of Marine, for the purpose of re-organizing and carrying out reforms in the French Navy, has presented to the Cabinet an extensive plan of development which, not counting new ships, involves an expenditure of $45,000,000.

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A movement is on foot in Washington to hold a grand Army and Navy dual meet in that city some time during the coming year. Many interesting competitions between the two military branches of the Government could be devised among which would be aerial navigation and signaling. Rear Admiral Pillsbury, chief of the bureau of navigation is interested in the plan.

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The Tacoma has been ordered to the Navy Yard, New York, for repairs.

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The Idaho has been ordered to the Navy Yard, Philadelphia, to arrive by May 8.

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The Kearsarge was placed in reserve at the Navy Yard, Philadelphia, Pa., on March 31, 1909.

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The Solace was placed out of commission at the Navy Yard, Charleston, S. C., on the 14th instant.

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The U. S. S. Dixie took a draft of 400 men from the Portsmouth yard to the U. S. S. New York in reserve at Boston. The men will place that cruiser in commission the first part of May.

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The Illinois was placed in reserve at the Navy Yard, Philadelphia, Pa., on the 1st instant.

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The Chester, Birmingham and Salem have been formed into a Scout Cruiser Division with the commanding officer of the Chester, Commander H. B. Wilson, U. S. N., as commander of the division.

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The submarines Adder and Moccasin will be placed in commission at the Norfolk Navy Yard in a few days. They have been equipped with new machinery and it is probable that several test trips will be made.

OREGON'S CHAPLAIN DIES

The Rev. J. P. McIntyre, chaplain on the U. S. S. Oregon when that vessel made her rush around the Horn to join the blockading fleet off Santiago, died at his residence in Seattle, Wash., last month. He suffered much from nervous disorders caused by the trip from the west coast to Santiago.

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The Bethlehem Steel Company has secured a contract from Argentine Republic for the building of two battleships to cost $10,000,000 each. They will be modern ships of the all-big-gun type.

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MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED APRIL 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At
*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Corinto.
*Adder, submarine; Norfolk.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Zamboango.
**Arethusa, supply ship, 6,200 tons; Magdalena Bay, Mex.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Hampton Roads.
*Biddle, torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; Navy Yard, N. Y.
**Buffalo, auxiliary, 6,000 tons; Panama.
*Blakeley, torpedo boat, 175 tons; New York.
**Colorado, armored cruiser, 13,680 tons; Amapala.
**California, armored cruiser, 13,680 tons; San Francisco.
*Connecticut, battleship, 16,000 tons; Navy Yard, N. Y.
**Charleston, cruiser, 1st class, 9,700 tons; Nimrod Sound.
**Chicago, cruiser, 2d class, 4,500 tons; Annapolis.
**Cleveland, cruiser, 3d class, 3,200 tons; Nimrod Sound.
**Chattanooga, cruiser, 3d class, 3,200 tons; Hongkong.
**Chauncey, torpedo boat destroyer, 420 tons; Cebu.
**Concord, gunboat, 1,710 tons; Guam.
*Culgoa, supply ship, 5,725 tons; Guantanamo.
*Constellation, sailing ship; Newport.
*Cumberland, sailing ship; Newport.
*Cuttlefish, submarine; Norfolk.
*Chester, scout cruiser, 3,750 tons; Tompkinsville.
**Callao, gunboat, 243 tons; Nimrod Sound.
*Castine, gunboat, 1,117 tons; Norfolk.
**Cheyenne, monitor, 3,225 tons; San Francisco.
*Cushing, torpedo boat, 105 tons; Charleston.
*Celtic, supply ship; Tompkinsville.
**Davis, torpedo boat, 154 tons; San Diego.
**Denver, cruiser, 3d class, 3,200 tons; Nimrod Sound.
*Des Moines, cruiser, 3d class, 3,200 tons; Porta Cortez.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Pensacola.
*Dubuque, gunboat, 1,085 tons; Guantanamo.
*Dolphin, gunboat, 1,486 tons; Washington.
*Dupont, torpedo boat, 165 tons; Charleston.
*Dixie, transport; Pensacola.
*Ericsson, torpedo boat, 120 tons; Charleston.
**El Cano, gunboat, 620 tons; Cavite.
*Eagle, converted yacht; Surveying grounds.
**Farragut, torpedo boat, 279 tons; San Diego.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
*Georgia, battleship, 14,949 tons; Philadelphia.
**Galveston, cruiser, 3d class, 3,200 tons; Nimrod Sound.
**Goldsborough, torpedo boat, 255 tons; San Diego.
*Gwin, torpedo boat, 46 tons; Newport.
**Grampus, submarine; Mare Island.
*Glacier, supply ship, 7,000 tons; Magdalena Bay.
*Gloucester, yacht; Boston.
**Hopkins, torpedo boat destroyer, 408 tons; San Diego.
**Hull, torpedo boat destroyer, 408 tons; San Diego.
*Holland, submarine; Norfolk.
*Hannibal, collier; Portsmouth, N. H.
*Hist, converted yacht; Manzanillo.
*Hancock, receiving ship; New York.
*Huntress, converted yacht; Pensacola.
**Helena, gunboat, 1,392 tons; Nimrod Sound.
*Hartford, wooden cruiser, 2,790 tons; Hampton Roads.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Idaho, battleship, 13,000 tons; Cape Cruz.
*Illinois, battleship, 11,552 tons; Philadelphia.
*Indiana, battleship, 10,288 tons; Boston.
**Intrepid, sailing training ship; Naval Training Station, San Francisco, Cal.
Independence, receiving ship; Mare Island.
*Kansas, battleship, 11,600 tons; Philadelphia.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Philadelphia.
*Louisiana, battleship, 16,000 tons; Norfolk.
**Lawrence, torpedo boat destroyer, 400 tons; San Diego.
Lancaster, receiving ship; Navy Yard, League Island.
*Maine, battleship, 16,000 tons; Culebra.
*Missouri, battleship, 12,500 tons; Boston.
*Minnesota, battleship, 16,000 tons Hampton Roads.
**Maryland, armored cruiser, 13,680 tons; Magdelena Bay.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
*Macdonough, torpedo boat destroyer, 400 tons; Pensacola.
**Monadnock, monitor, 3,990 tons; Subig Bay.
**Monterey, monitor, 4,084 tons; Cavite.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
*Moccasin, submarine; Norfolk.
**Manila, gunboat, 1,750 tons; Mare Island.
*Montgomery, cruiser, 3d class, 2,072 tons; Pensacola.
*Mayflower, converted yacht; Washington.
*Marietta, gunboat, 990 tons; Bluefield.
**Mohican, wooden cruiser; Subig Bay.
*Mississippi, battleship, 13,000 tons; Cape Cruz.
*Morris, torpedo boat, 105 tons; Newport.
*Manly, torpedo boat, 30 tons; Norfolk.
*Montana, armored cruiser, 14,500 tons; Guantanamo.
*New Jersey, battleship, 44,948 tons; Boston.
*Nero, collier; Baltimore.
Nipsic, prison ship; Navy Yard, Puget Sound.
*Nebraska, battleship, 14,949 tons; Navy Yard, N. Y.
*New Hampshire, battleship, 16,000 tons; Cape Cruz.
*Newark, sailing ship; Guantanamo.
*North Carolina, armored cruiser, 14,500 tons; Guantanamo.
*Ozark, monitor, 3,225 tons; Norfolk.
*Ohio, battleship, 12,500 tons; Navy Yard, N. Y.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Octopus, submarine; Norfolk.
**Pennsylvania, armored cruiser, 13,680 tons; San Francisco.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
*Porter, torpedo boat, 165 tons; Charleston.
**Pike, submarine; Mare Island.
*Plunger, submarine; Annapolis.
*Porpoise, submarine; New York.
*Paducah, gunboat, 1,085 tons; Guantanamo.
**Pampanga, gunboat, 243 tons; Cavite.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Prairie, auxiliary, 6,620 tons; Sailed for Panama.
*Panther, auxiliary, 3,380 tons; Philadelphia.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; San Diego.
*Paul Jones, torpedo boat destroyer, 482 tons; San Diego.
*Rhode Island, battleship, 14,498 tons; Navy Yard, N. Y.
*Rodgers, torpedo boat, 142 tons; Charleston.

**Rainbow, auxiliary, 4,360 tons; Cavite.
Richmond, receiving ship; Norfolk.
*Relief, hospital ship, 3,300 tons; Olongapo.
**Rowan, torpedo boat, 210 tons; San Diego.
**South Dakota, armored cruiser, 13,680 tons; Amapala.
*Salem, scout cruiser, 3,750 tons; Tompkinsville.
**St. Louis, cruiser, 1st class, 9,700 tons; Bremerton.
**Stewart, torpedo boat destroyer, 420 tons; San Diego.
*Sylph, converted yacht, 152 tons; Oyster Bay.
*Shubrick, torpedo boat, 200 tons; Norfolk.
*Somers, torpedo boat, 150 tons; Norfolk.
*Stringham, torpedo boat, 340 tons; Charleston.
*Shark, submarine; Navy Yard, New York.
**Supply, supply ship, 4,460 tons; Bremerton.
*Scorpion, converted yacht; Naples.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Severn, sailing ship, 1,175 tons; Annapolis.
**Tennessee, armored cruiser, 14,500 tons; San Francisco.
*Tacoma, cruiser, 3d class, 3,200 tons; Key West.
**Truxton, torpedo boat destroyer, 433 tons; San Diego.
*Thornton, torpedo boat, 200 tons; Pensacola.
*Tonopah, monitor, 3,225 tons; Annapolis.
*Tingley, torpedo boat, 165 tons; Pensacola.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Norfolk.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Vermont, battleship, 16,000 tons; Boston.
**Villalobos; Nimrod Sound.
**Virginia, battleship, 14,948 tons; Hampton Roads.
*Viper, submarine; Norfolk.
*Vixen, yacht, 806 tons; Camden, N. J.
**Washington, armored cruiser, 14,500 tons; Magdalena Bay.
**West Virginia, armored cruiser, 13,680 tons; San Francisco.
*Winslow, torpedo boat, 142 tons; Charleston.
**Whipple, torpedo boat destroyer, 433 tons; San Diego.
*Worden, torpedo boat destroyer, 433 tons; Hampton Roads.
*Wilkes, torpedo boat, 165 tons; Pensacola.
**Wilmington, gunboat, 1,392 tons; Nimrod Sound.
*Wisconsin, battleship, 11,552 tons; Portsmouth, N. H.
Wolverine, gunboat, 695 tons; Toledo.
*Wasp, converted yacht; New York.
Wabash, receiving ship; Boston.
**Yorktown, gunboat, 1,710 tons; Magdalena Bay.
*Yankton, converted yacht; Navy Yard, N. Y.
Yankee, auxiliary, 6,225 tons; Newport.

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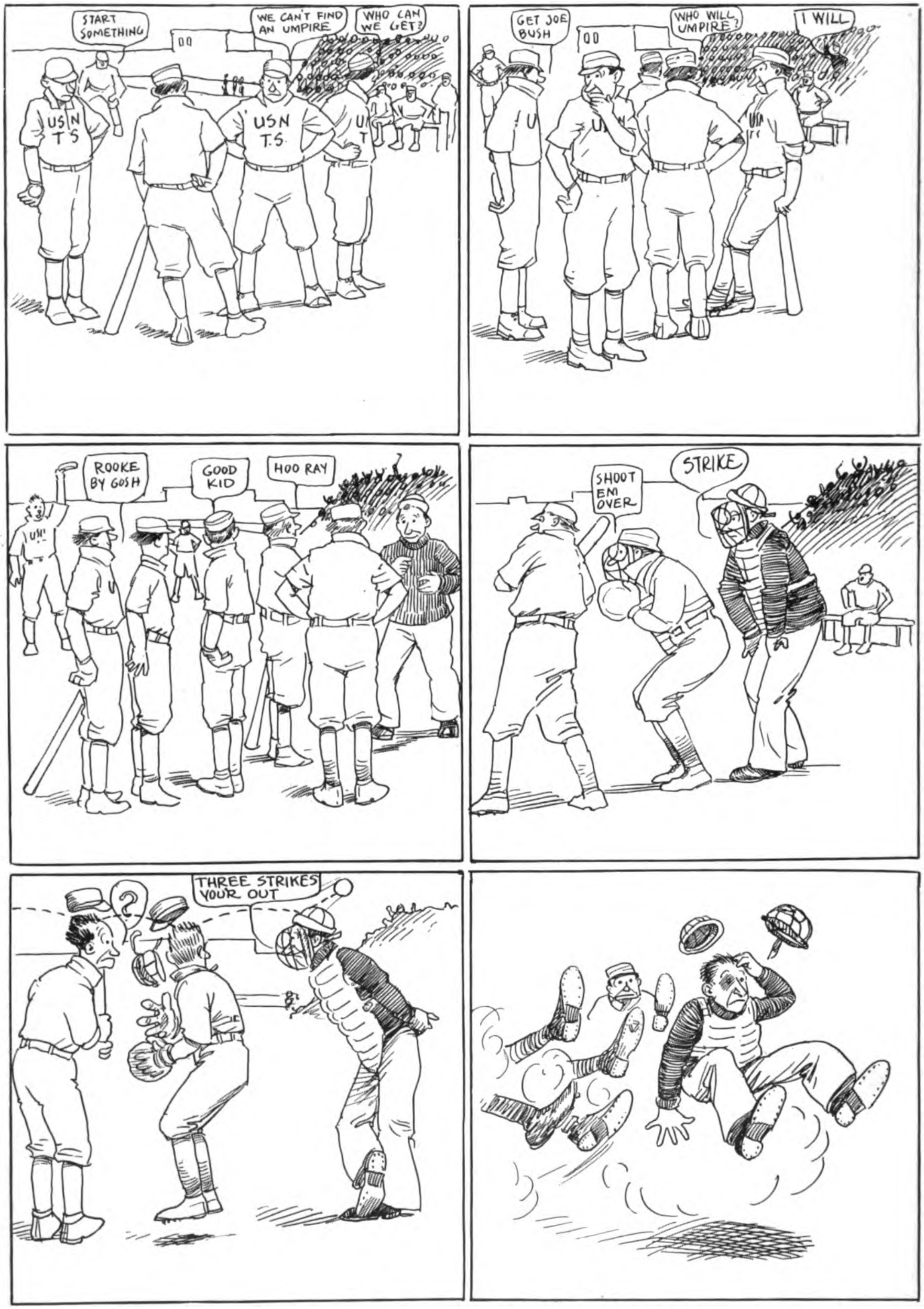
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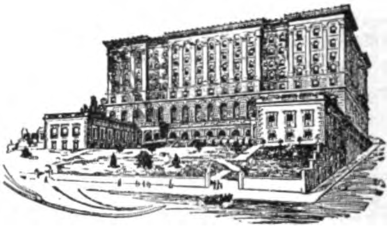

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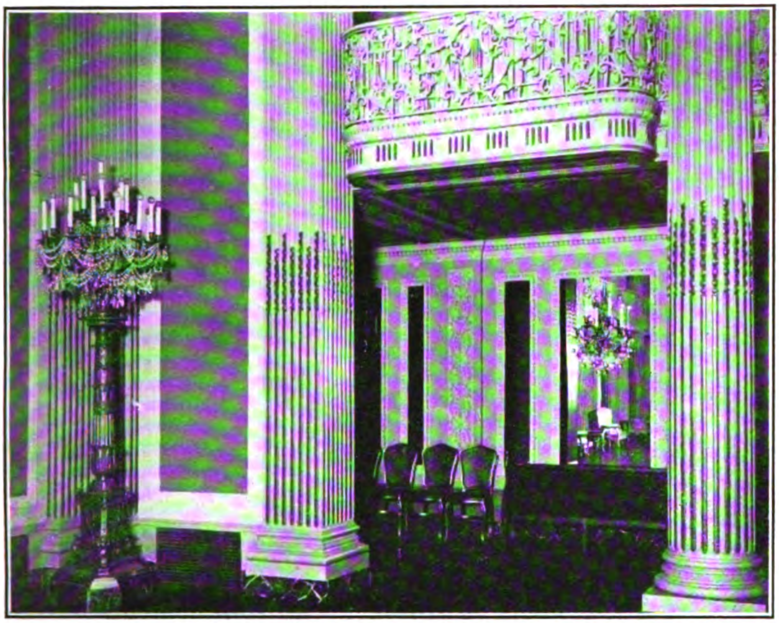

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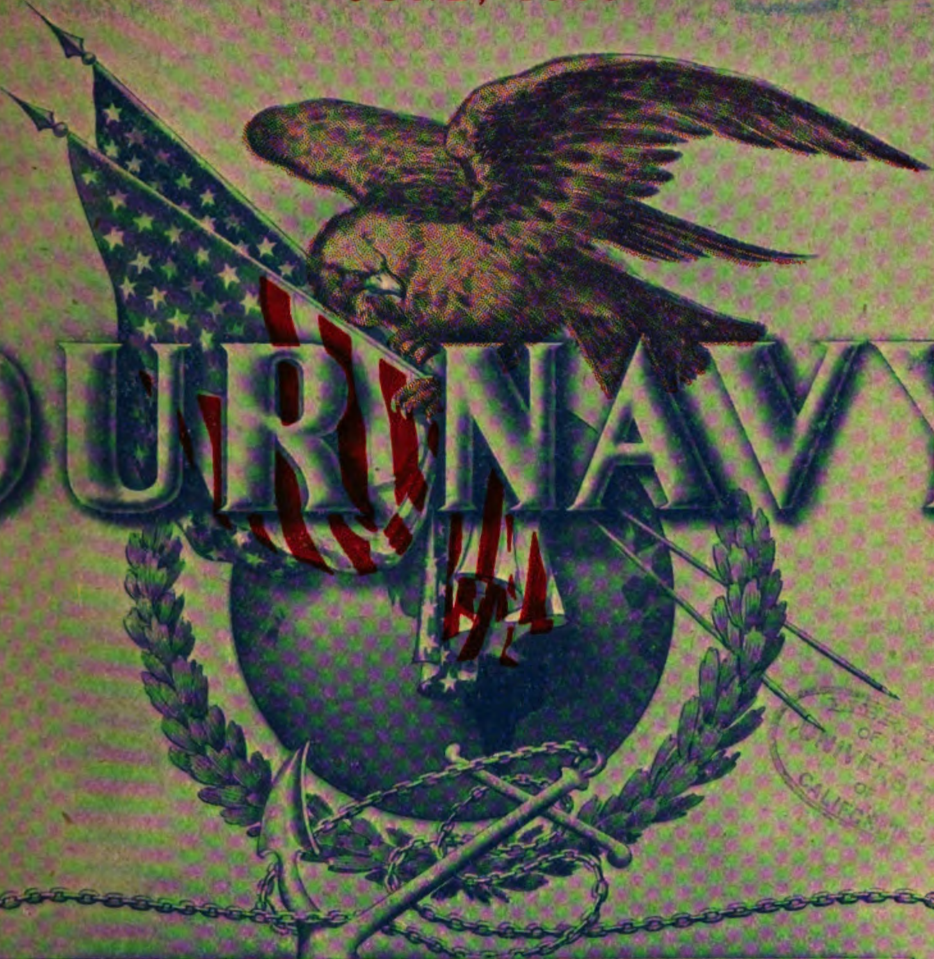

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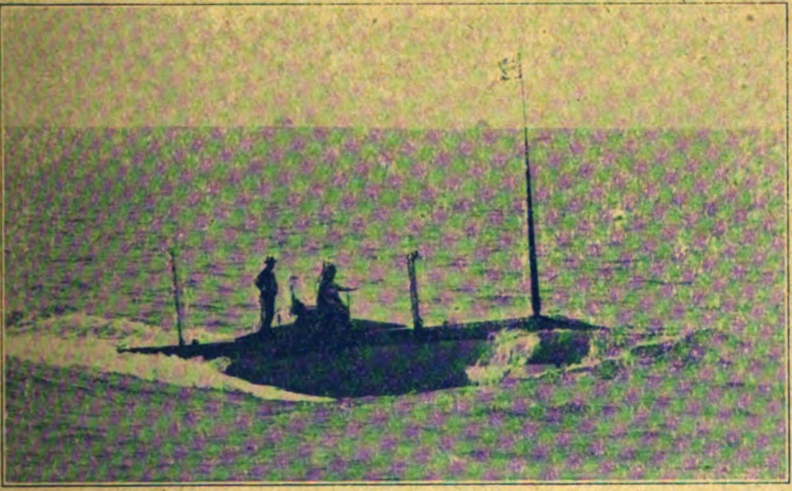

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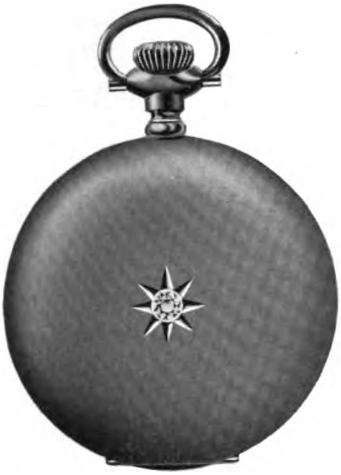

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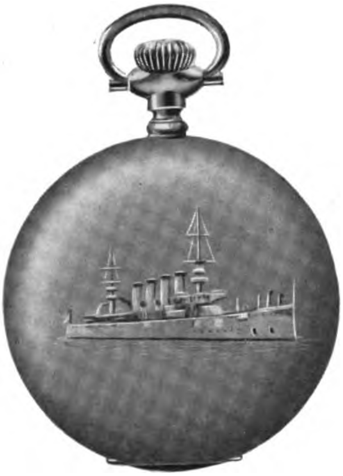

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U. S. Naval Training Station, San Francisco, Cal. June 16th, 1908

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VISITING DAYS

Wednesday—Between 11:40 a. m. and 4:40 p. m.
Saturday—Between 9:30 a. m. and 4:40 p. m.
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MAIL ADDRESS

U. S. Naval Training Station,
San Francisco, Cal.

NOTE: Tug Vigilant and steam launch trips are made to and from the Pensacola. Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION

(for San Francisco)
Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
‡1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
‡11:30 P. M.	do

LEAVES STATION

Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.

San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
‡1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
‡12:00 Mid.	do

LEAVES PIER NO. 3.

(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

FOR OAKLAND MOLE

Steam Launches

7:00 A. M.	Daily except Sunday
8:00 A. M.	Daily
4:35 P. M.	Daily except Sunday

FOR FRANKLIN ST., OAKLAND

Steam Launch

9:00 A. M.	Saturdays only

LEAVES OAKLAND MOLE

(for Station)
Steam Launches

7:20 A. M.	Daily except Sunday
8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

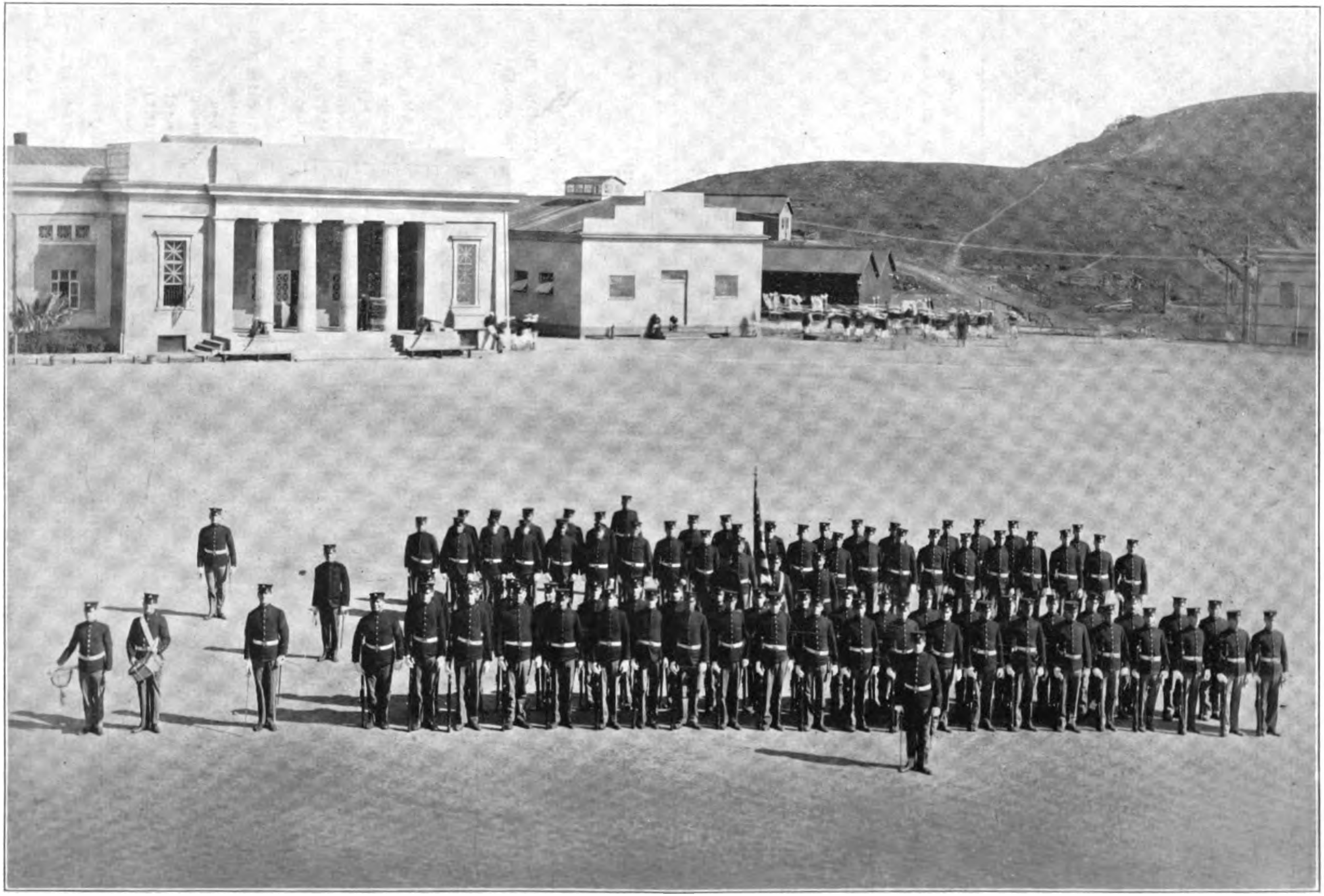
LEAVES FRANKLIN STREET, OAKLAND.

Steam Launch

11:00 A. M.	Saturdays only

E. W. EBERLE,
Commander, U. S. Navy
Commandant.

‡ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
** Trips marked thus not made on Wednesdays.



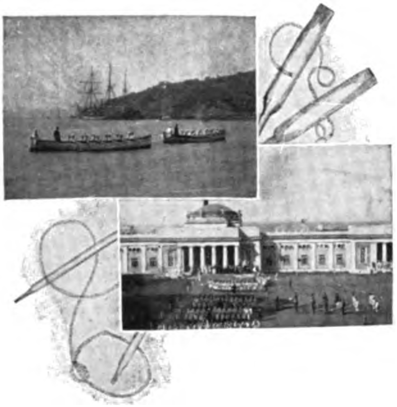
Marine Battalion Naval Training Station, San Francisco

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III JUNE, 1909 No. 2.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.



PUBLISHED AND EDITED
BY
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U. S. NAVY
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THE SEATTLE EXPOSITION

Most every bluejacket on the western coast will have a chance to visit the Alaska-Yukon-Pacific Exposition, which will be opened in Seattle, Wash., on June 1, 1909. The cruisers of the Pacific Fleet will be in Seattle at the opening of the fair and remain about a month. The first division will then go to Bremerton for repairs and stay there ninety days before they join the second division. After a second visit to the fair the fleet will leave for its western cruise.

The date of visit for the other boats on the west coast has not been determined, but it is assured that all will attend some time. The torpedo flotilla probably will follow the big cruisers and remain in Seattle and Bremerton two months. The Milwaukee and St. Louis are now at Bremerton and will not leave until their crews have had a chance to see the big exposition. The unattached vessels will visit the fair when ever convenient.

The officials of the fair are planning to have the exposition the most notable of its kind. One feature that has been a detriment to other fairs will be done away with. The Seattle fair will open with all the buildings completed and no construction work in progress. The United States Government will have an exhibit at Seattle that will surpass all others of its kind. A recruiting office for the Navy will be located at the Naval exhibit.

It is planned to make the grounds of the 1909 exposition the best lighted of any world's fair and the illumination will be one of the most beautiful features. Electroliers of French Renaissance design will decorate Rainier, Union and Washington vistas and Puget plaza. Drawings for the decorative standards have been made and the plans call for a large sphere of light on the top of each electrolier to contain sixty thirty-candle lights. More than 250 of these standards will be used to light the various vistas.

Settees of Roman design will be placed along the vistas and the work of building the decorative electroliers and chairs has been started. Staff will be used in making the ornaments.

Thousands of electric lights will be used about the big exhibit palaces. The Manufactures and Agricultural buildings will each require 8,500 lights for the exterior decorations, and it will require 5,000 each to outline the Mines and Fisheries buildings. The work of illuminating the Administration building was completed a month ago and the lights are used on this building every night.

On the Auditorium building will be 5,000 lights, and it will take about 4,000 to illuminate the Fine Arts building. In the geyser basin there will be more than 1,000 lights, and it will require more than 1,500 for the electrical decorations under the water about the cascades.

The work of lighting the grounds and illuminating the buildings was completed early in

March and the grounds will be illuminated each night during the remaining exposition period.

All of the flower beds have been laid out. There are nearly two million plants in the greenhouses ready for transplanting and the plan of the floral decorations calls for climbing roses, rhododendrens, cactus dahlias and many others not so well known, about the fronts of the principal buildings. Each building will have a space in front for flower beds and the insides of the various circles will be a solid bloom of flowers. Wherever possible the landscape architects have retained the verdure of the forest and the flowers and shrubs will be artistically combined with the natural foliage.

Hawaii will have a tropical garden at the rear of this building. About an acre of ground has been laid out for this purpose and all the flowers and shrubs that are found in Hawaii will be replanted in the tropical garden.

Each of the State buildings will have a garden distinct from the formal exposition gardens. California has nearly two acres of ground in the rear of its building, overlooking Lake Washington, where all of the flowers typical of California will be set out. Both Oregon and New York States have asked for garden tracts in order that the fronts of their buildings may be decorated with flowers, and the Government of Canada will have a flower garden covering nearly two acres.

One of the features of the general floral decorations is an English tufted pansy never before grown in the United States. The circle around the geyser basin will be one solid bed of these pansies, in three colors, one color in the center and an outside border of a different color.

Another big feature is a bed of geraniums that will be used to decorate the subway of the Pay Streak. There will be about ten thousand geraniums in this bed.

Probably the most unique garden will be in front of the Alaska building, where many of the flowers native of Alaska will be shown.

With the beginning of 1909, the exposition year, eight of the larger buildings were completed, miles of streets paved and acres of green lawns and gardens laid out. Of the completed structures three are permanent buildings that will revert to the University of Washington, on the grounds of which the fair will be held, at the close of the exposition. These are the Auditorium, Fine Arts and Machinery, all brick and stone structures. The other completed buildings are Manufacturies, Agricultural, Mines, Fisheries and Oregon State.

The California State building is nearly completed. All of the outside work has been finished and the next twenty days will see the interior completed and ready for exhibits.

The Forestry building, the largest log house in the world, and the most attractive building on the grounds, is going up rapidly and will be completed before the opening of the fair. It will also be the property of the University of Washington and will be the only building of its kind owned by an educational institution. The Washington State building is in course of construction. The Arctic Brotherhood building will be a log structure and will revert to the University of Washington, to be used as a museum for Alaskan curios and a fraternity house for Alaskan students. Forces of men are at work on the United States Government building, the Canadian building and many State buildings.

* * * *

BLUEJACKETS GET MEDALS

George H. Wheeler, shipfitter, 1st class, and William H. Gowan, boatswain's mate, 2d class, were presented with medals of honor and gratuities of $100 each by the Navy Department for conspicuous bravery in fire fighting at Coquimbo, Chile, on January 20, 1909. Both men are attached to the Tennessee.

The following extracts are taken from the report of the commander of the second division of the Pacific fleet:

"The conduct of Wheeler was heroic. . . . I do not see how any heroism could have surpassed that of Wheeler without being unpardonable rashness. . . . That Wheeler's heroism was 'in the line of his profession' is proved by the fact that it was done in carrying out directions of the officer under whose command he was serving at the time.

"Gowan took a leading part in leading the various lines of hose to the scene of the fire. . . . Close to the roof of the low building there was a double tank (one tank under the other), that was supported on a high wooden structure that rested on the ground, and in a sort of a yard in rear of the hotel. The lower tank was about on a level with the roof of the low building, on which we were standing, and the upper tank was perhaps ten feet above it The rumor spread about among the men (I think it came from some Chilean sailors and firemen) that these tanks contained gas, though some understood that they contained oil. It was extremely important, in view of our nearness to the tanks, and the fact that fire was burning under them, which we could not quite put out, that we should know what was in the tanks. So Gowan went out on a board to the lower tank and climbed up to the top of the upper tank, and ascertained that it held water. An ax was then passed out to Gowan, and he broke the pipe under the upper tank and let the water run out from it on to the cover of the lower tank, from which it splashed down on the fire below."

* * * *

MOST POWERFUL WARSHIP

Great Britain, experimenting on a tremendous scale, is building the greatest and most powerful battleship in the world.

Information regarding its characteristics is on file in the Bureau of Naval Intelligence of the Navy Department. The British building plans are astounding, and but a week ago the keel was laid for the seventh Dreadnaught, giving the British a tonnage of almost 140,000 tons in seven vessels.

Many details regarding these ships have been received in communications to the intelligence office, where all such data is kept.

When the ships now being built by the British are completed, in about a year, Great Britain will have a fleet of Dreadnaughts capable of firing twenty-nine tons of steel projectiles at one broadside, using the big guns alone. In addition each and every ship can outrun any American battleship, and can make almost as good time as our fast cruisers.

The new battleship, the Indefatigable, will carry eight 12-inch guns and will make a speed of twenty-eight knots an hour. The Indefatigable will be larger than the largest American battleship by a thousand tons. It is believed that she will develop a speed on trial of thirty knots an hour, as fast as our best torpedo boats.

The Indefatigable will have internal combustion engines, and will consequently not have any stacks. This will greatly reduce her top hamper and make her as small a target as possible. She will use oil as a fuel. More than a million pounds is being spent on her, and if she is entirely successful Great Britain will be far ahead of the other world powers in shipbuilding.

* * * *

ASK MORE LIBERTY

Navy medical officers are urging the department to restrict sea duty in the tropics to eighteen months. It is maintained by them that longer service proves detrimental to health and impairs the efficiency of the personnel. It is also urged that more liberty be given to the enlisted force, and that the bluejackets be permitted to go on shore whenever it will not interfere with the work of the ship. It is said that such increase in their leaves will be a positive contribution to the contentment of the men, and will thus promote reenlistment. Numerous complaints have reached the department from enlisted men that they were not allowed shore leave when such denial was unnecessary. It has always been held by the department that the question of shore liberty must be determined by the commanding officer of a vessel, and that no definite rule could be followed. It is probable, however, that commanding officers will receive a circular suggesting greater consideration for their men. It may not be possible to reduce the tour of duty which officers and men must serve on ships in Philippine and West Indian waters. That is largely a question of availability of the members of the commissioned personnel. The proposition, however, has been presented so urgently that the department will give it earnest consideration.

* * * *

NAVAL MILITIA TO PRACTICE

Questions concerning the welfare of the naval militia of the various States were discussed at a meeting of the Naval Militia Association with Beekman Winthrop, Assistant Secretary of the Navy.

The work of the naval reserves for the coming year was the principal subject taken up.

The New England, New York and Pennsylvania citizen sailors will go aboard vessels of the battleship fleet during their annual summer target practice off Cape Cod, Mass., in August. It was decided to publish annually a register of officers of the naval militia.

The Navy Department expressed its willingness to assist the militiamen, and will furnish certain light equipment for their use.

On February 19th last, the total strength of the combined naval militia forces of all the States was 6,292 officers and men. The fleet of naval reserve vessels comprises twenty-five ships.

* * * *

The trials of the three scout cruisers, Salem, Birmingham and Chester, are not meeting the expectations of the Department, according to latest reports. The Birmingham and Chester were both laid up for minor repairs after the strenuous trial trips, and the officers state the engines did not work as well as was expected. The vessels went to the Azores and returned as was stated, but the run was not in the form of a race. The ships carried special envoys to Liberia.

PACIFIC FLEET CRUISE

After eight months in South and Central American waters six of the big cruisers of the Pacific Fleet arrived in San Francisco Bay in time to welcome the Japanese special service squadron, composed of the Sayo and Aso. The West Virginia arrived first and was quickly followed by the Tennessee, California, Pennsylvania, Maryland and Washington. The Colorado and South Dakota remained in Central American waters.

All ships report good scores in record and target practice at Magdalena Bay. Private advices indicate that the Washington broke all previous records and won the trophy of her class. In addition she will win the Spokane trophy, which was won last year by the cruiser Tennessee.

In the coaling contest for the entire cruise the Pennsylvania won, with the Maryland but three points behind. The other ships made excellent showings.

The contest was over a 9,300-mile cruise, from Magdalena Bay to Panama and thence to Chile and returning to Panama, the cruise having been made between the dates of December 22d and February 28th.

The score was based on the number of pounds of coal consumed per mile of distance, with certain allowances for coal consumption in ports. The cruisers in the contest were the West Virginia, Pennsylvania, Maryland, Colorado, Tennessee, Washington, California and South Dakota.

The winning score, that of the Pennsylvania, was 68, while the Maryland came second, with 65 points to her credit.

G. S. Lincoln, chief engineer of the Pennsylvania, is the officer who receives the credit for the performance with the authorities at Washington, but Captain Wilner and all the officers of the cruiser are sharing in the congratulations that come with the additional trophy secured by the Pennsylvania, and the men of the engine room and coal passers are the heroes of a victory that may lack spectacular features, but is an indication of merit that would count in war.

Rear-Admiral Swinburne officially welcomed the Japanese ships to the coast of America when the Japs arrived at San Francisco on May 2d. After festivities lasting until May 10th, the Japanese squadron sailed for Esquimalt. From there they will go to Seattle to attend the fair. The Pacific Fleet will join them there. After the visit to the fair the Pacific Fleet will go to their Navy Yards, the Tennessee, Pennsylvania, Washington and Colorado to the Bremerton yard and the West Virginia, California, Maryland and South Dakota to Mare Island.

Extensive repairs will be made on all the ships before they leave for their next cruise, which, it is reported, will be another long one.

* * * *

Rear Admiral Giles B. Harber, commanding the Asiatic squadron of the Pacific fleet, with his staff and the captains of the ships composing the squadron, were granted an audience with the emperor and empress of Japan. The officers were presented by American Ambassador O'Brien, and Admiral Harber was engaged in conversation with the emperor for several minutes.

In an interview given to the press, Admiral Harber said:

I came to Japan entirely on my own initiative and had no thought of any especial reception to the squadron, but on my arrival found that preparations had already been made to give us a hearty, even enthusiastic welcome, to all of which my own feelings naturally and cordially responded.

"It seemed exceedingly opportune that this visit should occur just when Admiral Ijichi's training squadron was being welcomed at San Francisco, a place which—despite the clamor raised by one element—has proved by the sincere hospitality displayed by another element that at heart the good people of both countries have not only a desire for the continuance of amicable relations, but also a sincere respect and regard for each other.

"The official entertainments and social receptions tendered to my officers, my men and myself by the Japanese have impressed me deeply."

* * * *

CHIEF MACHINIST EXAMINATIONS

All the details have been completed by the Bureau of Navigation for the examination of the ninety machinists eligible to take the examination for appointment as chief machinist. This position was created at the last session of Congress, being incorporated in the naval appropriation bill, while it was in conference.

The examinations will be held on board ships at the various navy yards and stations in this country and on the Asiatic station. The examinations in this country will occur in May and at a later date on the Asiatic station.

* * * *

The coal bill of the United States Navy for 1908 was $5,545,000.

HICKS-CHATTEN CO

Officers Quarters, Navy Yard, Puget Sound

GOOD COALING RECORDS

The St. Louis and Milwaukee, both at Bremerton, Wash., yard, and attached to the second squadron of the Pacific Fleet, are vieing with each other over coal records. The St. Louis took on 1,500 tons in fourteen and a half hours. This was done with a reduced crew, only 177 men taking part in the coaling. It averaged about nine tons of coal for each man. The Milwaukee took aboard 1,500.7 tons of coal in nine and a half hours a few days later, 218 men and officers helping on the job.

* * * *

FLOTILLA TO VISIT SEATTLE

The torpedo boat destroyers Perry, Stuart, Lawrence, Rowan, Goldsborough and Paul Jones have arrived at the Mare Island yard from San Diego, where they have been stopping since they finished their target practice at Magdalena Bay. The officers of the flotilla report that they had a pleasant trip up the coast and that they expect to remain at the yard for a period of at least a month. The vessels will be overhauled and will then leave for Seattle to be present at the exposition.

Word has been received that the torpedo boat record for hitting a target with a torpedo out of a possible six chances has been won by a torpedo boat on the Eastern Coast and that the torpedo boat destroyer Preble, which has flown the pennant for the past year, will have to take it down from her mast on the first of July. The Whipple and Truxtun made the best records for the flotilla on this coast, making four hits out of the six chances. The Eastern boat is said to have hit the target the six times.

THE PACIFIC FLEET

Extensive repairs on the eight armored cruisers of the Pacific Fleet will be commenced when those ships return from northern waters. Fire control masts will be placed on them. This is the most important work. Many other minor changes will be made and the hulls and bottoms will be placed in condition after the cruise of the past year.

After the cruisers are fitted with the new skeleton masts, which will be late in the fall, according to Naval Constructor Evans, they are expected to cruise to the Orient, stopping at all intermediate points. Nothing definite is known of this plan, however. A report from the Department stated that the fleet would be given a cruise to place it on the same level of efficiency as the Atlantic Fleet since its world-girdling tour.

The Tennessee, Washington, California and South Dakota have been changed to the first division, and the Tennessee made flag ship of the Pacific Station. The West Virginia, Colorado, Pennsylvania and Maryland are the second division, with the West Virginia as flagship.

* * * *

Ensign Benjamin Green, 31 years old, died at the home of his sister, Mrs. E. J. Redmond in Los Angeles, California, on May 15th, after a long illness.

For several months past Ensign Green was a patient in the Mare Island naval hospital.

He served in the Navy twelve years and saw active service in the Spanish-American War. Mr. Green was made ensign from boatswain last fall.

SPRING TARGET PRACTICE

From the latest unofficial reports concerning target practice at Magdalena Bay this spring the standing of the ships is as follows: Tennessee, Pennsylvania, South Dakota, California, Colorado, West Virginia. The West Virginia may be third in place when the official figures are announced. The following account of the Tennessee's score is taken from the "Volunteer," the ship's paper of the Tennessee:

Ship's Score

10-inch, No. 2, s. p. g. p. m. 2.21 h. p. g. p. m. 1.66.

6-inch, No. 16, s. p. g. p. m. 10.44 h. p. g. p. m. 7.87.

3-inch, No. 12, s. p. g. p. m. 15.27 h. p. g. p. m. 15.27.

Pointers—3-inch, No.—, J. E. Miller, seaman· H. A. Mitchell, seaman.

Pointers—6-inch, No. 16, C. Quisenberry, O S.; H. L. Rankin, seaman.

Pointers—10-inch, No. 3, D. Sullivan, Cox.; P. A. Nesus, seaman.

The following men did not miss a hit after the first, and are eligible for qualification as gun pointer:

Three-inch—G. C. House, Sea.; J. Lihdak, boatswain's mate, 2d Cl.; H. Rogers, Ord. Sea.; C. H. Williams, Sea.; G. E. Meyers, Ord. Sea.; F. W. Ripley, Sea.; G. Hunter, Sea.; F. X. Rogers, Sea.; H. Burg, Sea.; L. Board, Sea.; R. L. Milliken, Ord. Sea.

Six-inch—C. Quisenberry, Ord. Sea.; R. C. McCullough, Ord. Sea.; E. H. Reeks, Ord. Sea.; F. Towns, Sea.; J. H. Ahern, Sea.

Ten-inch—D. Sullivan, Cox.; P. A. Nesues, Sea.; E. A. Lechlider, Sea.; J. T. Butler, Ord. Sea.

* * * *

EFFICIENCY OF FLEETS

Efficiency of battle fleets has become a topic of discussion the world over during the last few years. Navies have become more popular with the people of nations, and science has been developing faster in marine warfare than in any other. Amid all this discussion it is pleasing to note that all have not forgotten the "man behind the gun," as the following statement will testify:

"While Great Britain is planning and constructing monster battleships in order to maintain her supremacy on the seas, a writer in the current 'Fortnightly Review' undertakes to point out that 'battles are not won by ships but by men." Archibald S. Hurd, the author of the article, produces statistics showing that England is the only country which has experienced a decrease in the naval personnel in the last four years. In this connection the steady growth of the navies of Germany, France and the United States is emphasized as indicating the warning which should be heeded in the United Kingdom.

"It is only too true that naval supremacy depends upon trained officers and men, and the victories of the future will not always be won by the heaviest fleets unless they are adequately manned. Great Britain has been passing through an invasion scare, but the fear will become a real one if through any lack of foresight a high efficiency on the part of her naval officers and sailors, is not maintained. The prospect to be most feared, however, would be that in the event of a war with Germany or a combination of continental Powers, a weakened navy might mean the probable dismemberment of those parts of the British Empire which proved most vulnerable to a naval attack.

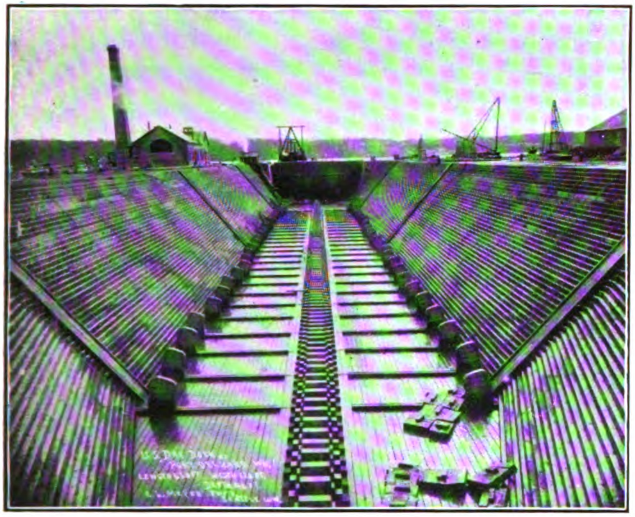
"Mr. Hurd points out the necessity for sailors to man the steadily accumulating battleships and urges remedial legislation at the hands of Parliament. The lesson is also one that all maritime nations, including the United States, should feel compelled to consider."

* * * *

WELCOMES CRUISERS

The men and officers of the cruisers West Virginia and Maryland were feted and banqueted by the citizens of San Jose and Guatemala City, Guatemala, on the visit of those two ships to the Central American republic last month. The reception is unique in that it is the reverse of what the American vessels usually receive in the Latin-American countries.

Upon arrival at San Jose they were welcomed by General Molina, Minister of War, and a party of officials and taken by special train to Guatemala City. Here a battalion of troops escorted the visitors, who rode in open carriages, through the streets, which were crowded with people. At one point two wooden structures, gayly decorated and representing the West Virginia and Maryland and manned by young lady pupils of the national schools, were passed. As the American officers came abreast the ships they were deluged with volleys of flowers, which literally buried them in their carriages. Two beautiful arches, one bearing the word "Welcome" and the other a reproduction of the statue of Liberty, had been erected on one of the principal thoroughfares. Lining the streets at short distances were poles bearing jardinieres containing bouquets of flowers and joined together with rope garlands.



Dry Dock, Navy Yard, Puget Sound

JAPS EXPRESS GOOD WILL

Showing the good will existing between the Japanese and Americans, despite the recent agitation in California, Admiral Ijichi of the Imperial Japanese Navy issued the following farewell to San Francisco, when his ships sailed for Esquimalt:

San Francisco, Cal., May 10, 1909.

To the people of San Francisco: The cordial welcome and hospitality which have been extended to me and the officers, cadets and men of my command while in the harbor of San Francisco have been extremely gratifying to us and far in excess of our anticipations. It is needless to say that we are very grateful.

"It is my conviction that these demonstrations of good will bear convincing evidence of the existence of a perfect understanding between the two countries, and I earnestly hope that occasions for the display of this spirit may often arise.

"On the eve of my departure it is my wish to sincerely thank the representatives of the Federal, State and city Governments, the commercial organizations of San Francisco and all the good people who have wrought together to make our stay so pleasant, and to assure them of my heartfelt gratitude as I bid them farewell. H. Ijichi,

"Rear-Admiral in Command of His Imperial Majesty's Training Squadron."

* * * *

A crew of Illinois Naval Reserves will be sent from Chicago to Boston to take charge of the gunboat Nashville which has been assigned to that corps. A festival will be held in Chicago when the gunboat arrives.

PARADOXICAL

'Way off yonder
In European lands
The people smile and ponder
On monarchs shaking hands.
Yet with sad surprise we're learning
That a king an order slips
To the foundry on returning:
"Hurry on those battleships!"

'Way off yonder
While the peace dove is extolled,
With spurs they bid him wander
Like a fighting rooster bold;
In spite of protestations
And all sorts of friendly trips
You hear the call of nations,
"Hurry on those battleships."
—"Washington Star."

* * * *

NEWPORT ASKS $498,000

Under the new order of the Navy Department, the commanding officer of the Naval Training Station at Newport has completed his estimate for the coming fiscal year. In all he has asked the department for $498,000 to carry on the work at the station, and for improvements.

Commander Fullam has asked for a new auditorium to replace the one now in use, and if this request is granted the present building used for the auditorium will be turned over to the storekeeper to be used as a storehouse. Another request is also made for a new administration building. The building now used was once Newport's poor house, and has been repaired, patched and painted by the training station authorities until it is now practically worn out.

Commander Fullam has kept his estimate down, and has only asked for things that he deems actually needed for the station. The items asked for are as follows: Maintenance, $85,000; new bridge and causeway, $80,000; coaling pier, $45,000; new auditorium, $90,000; repairing barracks, $12,000; equipment storehouse, $12,000; administration building, $75,000; cottage for commanding officer, $25,000; building of roads, pavements, grounds and walks, $21,000; hauling out ways, $5000; paving and grading peninsula, $7000; new seawalls, $38,000; sanitary drinking water system, $3000.

Lieutenant-Commander Bristol of the Naval Torpedo Station, will ask for about $200,000 for his station next year.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

JUNE, 1909

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

SUBSCRIPTIONS IN ADVANCE.

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EDITORIAL

THE NAVY NEEDS SHIPS

The United States Navy is to-day hundreds of per cent better than the navy of 1898. It is better equipped. It has more experienced men and officers. In many small ways that tend to increase the fighting efficiency, the Navy has grown, perhaps, past the dreams of the naval advocate of the period just prior to the Spanish-American War.

This war was an awakening to the American republic. People saw and realized our dangers from foreign foes. It was the navy then the people depended upon, and they blessed the sagacity of men who had fought to have the "white squadron" started. The United States was alarmed from coast to coast when the Spanish fleet left Europe and started westward. Excitement was rife. The Government hastened to convert any and every kind of craft into a war vessel. We were illy equipped, but the war learned the nation a lesson.

After the war shipbuilding commenced on a scale heretofore unknown in the western hemisphere. Much good work has been done, but the effects of the lesson of the war are dying. It is now necessary for advocates of an efficient navy to fight to build the navy. Things have reverted to the order of 1890. There are some men of weight, however, who are working heart and soul to bring the United States Navy up to a position where in number of ships and men it will rank with the dignity of the nation. Perry Belmont, a New York lawyer, is one of these men. He says:

"The cost of the Panama Canal and the manner in which the millions necessary have been and are to be expended are matters of the greatest moment to be considered by those professionally competent to judge, but the guarantee of neutrality, involving the heaviest of responsibilities, renders it all the more important that an economical and practical plan of construction be adopted.

"That our war vessels can be transferred from one ocean to the other does not materially affect the amounts that we shall be compelled to expend in building a navy powerful enough to maintain the guarantee we have undertaken to enforce. Our navy must, therefore, be at least equal to that of any other power.

"The construction of an adequate navy is only one of the obligations imposed upon the nation guaranteeing the neutrality of the projected international highway. The responsibility of such a guarantee is American. Perhaps it is not exclusively American in the sense of repelling other states of the continent, but it manifestly is an American responsibility that includes the United States of America, Mexico and the states of Central and South America. The Hay-Pauncefote treaty indicates that the interoceanic canal problems include Europe and Japan, with her powerful navy, and China, whose position upon the sea is at present undetermined. They will have a part in the solution now that the completion of the canal seems to be in sight. Nothing is to be gained by avoiding or postponing the consideration of these vital questions, which must eventually be faced."

The navy is also fortunate in having men as President and Secretary of the Navy who see that the navy must be looked upon to defend this nation from the nations of the world. Concerning the attitude of these two men and the possibility of a battleship fleet for the Pacific ocean the Boston "Herald" says:

"Secretary of the Navy, Meyer, has just announced himself in favor of a fleet of battleships on the Pacific. This comports entirely with the view of President Taft. It means the influence of the administration will be in that direction, and for a construction program to that end. It means that the navy yards at Bremerton and Mare Island must be further enlarged and improved, even with the expeditious construction of the big new naval station at Pearl Harbor. For Bremerton and Mare Island and Pearl Harbor must become as familiar to the country in a navy connection as Portsmouth and Charlestown and Brooklyn.

"The emphasis that the Secretary of the navy gives to this matter is particularly significant at this time. It goes without saying that the administration will not divide the big fleet now in the North Atlantic. The best naval authorities have plainly shown that it is not wise to divide a nation's strength, unless the navy is so large that one division of it is stronger than any probable opponent in a given quarter. But the Government is building a number of new and especially powerful ships, and the prospect is that enough of these can be assembled within a couple of years to make a very formidable Pacific fleet. It will be maintained permanently upon the Pacific ocean.

"This means much for the army of workmen and mechanics at Bremerton, Mare Island and Pearl Harbor. For the army of men that must be kept at navy yards, for the manufacture of materials and the construction and repairing of navy ships, is almost as large as the army of fighting men aboard the ships. Comparatively little manufacturing has been done thus far in the Pacific Coast yards. That has been left for the yards on the Atlantic. Mare Island has been equipped for construction work and a fine new collier has been built there in recent years. But with the maintenance of a big fleet upon the Pacific, more and more manufacturing for the navy must be done on that coast.

"Secretary Meyer's policy of a big war fleet on the Pacific, presumably as large as the war fleet of Japan, will be favored by Pacific Coast men, who now hold strategic positions in Congress with reference to navy affairs. Senator Perkins of California is chairman of the Naval Committee of the Senate Representative Knowland of California, whose district comprises the Mare Island yard and the adjacent town of Vallejo, is a member of the House Naval Committee. All the Pacific Coast Congressmen have been 'pulling' for a Pacific fleet since the battleships were dispatched around the world.

"The supplies for a fleet of battleships, including coal for the engines and food for the officers and enlisted men, cost many millions annually, and that brings business to the vicinity of the navy yards and the cities near them. Even the social attractions that attend the sending of ships to yards and to cities are not to be ignored, and the Pacific Coast is eager to share some of those privileges with the cities along the Atlantic seaboard.

"It will be no surprise to Washington if many of the skilled mechanics at the big Atlantic yards are gradually drawn to the Pacific Coast, where the prospects of work during the next ten years are likely to be very good. The present lack of work in the Atlantic yards is probably only temporary, but there is, none the less, an apparent effort toward a change of policy that will reduce several lines of activity there. It will be but a year or two before a considerable force of skilled workmen will be required for the new station at Pearl Harbor. They can not be supplied in Hawaii, and therefore must come from the mainland.

"The declared intention of organizing a big Pacific fleet, as soon as it is feasible, signifies the intention of the administration to press in Congress for the continued construction of Dreadnaughts, however much curtailment there may be in expenditures in other directions."

* * * *

WORSE THAN FOREIGN FOES

Intentional misrepresentations of facts are the hardest kind of missiles the United States Navy has to deal with. They come unannounced and sometimes do irreparable injury. No officer or enlisted man is afraid of an enemy's shells. They are a definite, tangible something that can be fought. But attacks from the press, especially attacks hidden under the guise of facts, are something that the sailorman is afraid of.

The latest of these is the New York World. In its issue of April 29th it states that the sixteen battleships of the Atlantic fleet and the big cruisers of the Pacific fleet are to be remodeled and adds, "thus practically confirming the reports that have been current since the return of the fleets that the voyages practically wrecked the Navy."

No, Mr. New York editor. You are wrong. And furthermore you know you are wrong. The United States Navy is not wrecked but it, especially the Pacific fleet, has been in southern waters for several months and some things need fixing. The fleet, though, is still able to fight and if you could see it you would know that.

The writer continues his insinuations as follows:

"That battleships have been laid up for repairs and that battleships are to be remodeled are facts admitted by the Navy Department, and these facts seem to bear out the reports that the United States Navy to-day is practically useless and out of commission."

In part this is true. Battleships are being repaired and others are being remodeled. Some are out of commission. But the Navy is not useless. These facts do not seem to bear out any reports that the Navy is without use. They do bear out the facts, though, that the Navy is being used and is keeping itself in the best possible condition for future use.

The "World" makes many other misstatements in its story. In commenting on the removal of top hamper from battleships and cruisers it says that the water line will be raised more than a foot and therefore the argument that the armor belt is misplaced on United States warships is proved. But the facts are so distorted here that a simple man-o'-war's man can hardly straighten them. The removal of the hamper will not raise the armor by twelve inches, according to Naval constructors, the men who know, but will make a difference of nearly one inch.

And so on through a whole column one of this country's greatest newspapers belittles and mutilates facts concerning the nation's most valuable line of defense. This Navy is not perfect and no one claims that it is. The Navy gets better every year though, and the imperfections are being removed. The old military mast is going. That is not a sign of inefficiency. It is indicative of improvement. The "World" would not admit that. It argues that when something that can be replaced with a better article is replaced with a better article, then the whole affair is faulty.

The whole piece and in fact the whole attitude of the New York "World" is unpatriotic. It causes more injury to the Navy than the shells of any foreign fleet could and puts more unrest in the man behind the gun than any restriction a skipper could devise.

* * * *

CREDIT TO THE SERVICE

The Navy has won one advocate through the discipline and patriotism of bluejackets off the California. The incident occurred in April.

While the California was in the bay, Mr. Prentice, of Berkeley, Cal., invited a number of bluejackets from her to an automobile ride and theater party. His object was to study the enlisted man and his actions. Mr. Prentice seems very much pleased with his observations.

The particular act which was admiration for the seamen was their reverence for the national air, The Star-Spangled Banner. Hardly had the music started when the men-o'-war's men rose and stood at attention. It was habit with them. It was the reaping of discipline but it won the hearts of Mr. Prentice and those with him and incidentally increased the number of friends for the Navy.

* * * *

WOULD ABOLISH CANTEEN

A rumor is out from Washington that ship's canteens will be abolished in the near future and the man-o'warsman forced to depend upon his liberties to provide himself tobacco and other necessary articles. The contention is that the canteen is a source of worry and annoyance to the Pay Department, which has of late years assumed control of the ship's store.

It is probably not true that all semblance of a canteen will be stricken from ships, but it may come to pass that some radical changes will be made in the running of them. At present it is customary to have a yeoman in charge, who is accountable to the Pay Officer. This assures a correct handling of funds, but sometimes works to the detriment of the crew.

It seems that the principle of allowing the crew to run a canteen, under the supervision of the paymaster, is a good one but one that is easily misdirected.

The ship's store originated on the battleship Indiana, and at first was managed by one of the chief petty officers, but as the business grew it was considered better to place the keeping of its funds in charge of the ship's paymaster and finally its entire management was transferred to him.

* * * *

NAVAL VACANCIES FEW

Uncle Sam will soon be forced to raise the standard for persons desiring to enlist in the Navy. The reason is that the Navy is becoming such a desirable place that more want to enlist in, than can be used.

This condition is one that has been expected for some time by the Navy. The percentage of second cruise men has raised considerable during the last four years. This time represents the era of greatest Naval activity. This feeling that the enlisted man of the Navy is better fixed than his civilian brother is becoming general in the inland States, where most of the recruits hail from.

An example of the feeling is found in a paper from Wheeling, W. Va. It heads a short item announcing a recruiting party with: "Are Particular. Navy is fast getting all seamen needed and officers are particular who enter." It has never been a loose examination to enlist in the Navy, but with present conditions it probably will be a much more rigid one.

* * * *

The ignorance of two justices, one in Medino, Ohio, and one in Des Moines, Iowa, has called out a rebuke from the Navy Department. In both cases the justices turned men convicted of crimes free with the admonation that they join the Navy.

The case of the Medino justice, OUR NAVY dealt with last month. A marked copy was also sent to that person and it is hoped that he will see and learn. The Des Moines judge is to be handled differently. Des Moines is a husky little city and lays bold claims on being metropolitan. The action of Judge Brennan has set this claim back somewhat for a city, in the least way metropolitan, would see a sailor once in a while.

The Des Moines case gained quite a notoriety. Newspapers printed it over the entire United States, but it is quite gratifying to we men of the enlisted personnel of the Navy to learn that most of these notices condemned the action of the pin-headed justice and in some articles stated that it was probable 99 out of every 100 bluejackets were broader minded and more conversant with life outside their own sphere than the judge.

The "Star," of Baltimore, Md., said:

"Justice Brennan sits in the juvenile court in Des Moines, Iowa, nine hundred miles from the nearest salt water, the Louisiana coast, and a thousand miles plus from the closest waters frequented by the Navy, the Atlantic Coast. His is a landlocked, a prairie-bound wisdom. The modern navy, the men, the sailors and the marines and their officers, not the primitive Chicagos nor the endlessly described Dreadnaughts, is three hundred leagues out of his ken.

"He still supposes the Navy to be a refuge for cutthroats and thieves and the naval discipline a paddling machine, whipping criminals into decent, law abiding persons. So, he offers a young forger proved guilty this choice—to enter a reformatory founded and supported for the one purpose of breaking unruly spirits or to enlist in the Navy. The naval training, suggests this naive prairie Solomon, would "make a man of him."

"The commissioned and petty officers, he must also assume, would welcome aboard ship a forger's criminal skill and the job of breaking the highest, the shrewdest type of lawbreaker into a loyal, trustworthy seaman. He pays his portion of the multimillion-dollar naval budget to maintain forty or fifty floating prisons. But we others foot the Navy's bills for a very different object and do not see that a forger would be a dependable person in obtaining our ends.

* * * *

CIVILIAN CLOTHING

In answer to a query from the U. S. S. Glacier, the article 211 of the Uniform Regulations is reprinted.

"No member of the crew shall at any time, either on board ship, or ashore in foreign ports, wear any dress but his prescribed uniform. Particular attention shall be paid that none but uniform underclothing is worn by the crew, or is kept in their possession at any time. Non-regulation outer or under clothing of any description shall not be allowed on board."

Although this article does not state that enlisted men may wear civilian clothing ashore, it is evident that that is the true meaning. Article 211 before the amendment read "No member of the crew shall at any time, either on board ship, or ashore, wear any dress but his prescribed uniform." On some ships and stations orders from the commanding officer have been issued giving the amended article, and enlisted men are acting within their rights by owning and wearing civilian clothes.

* * * *

THOSE NAVY YARD VISITS

Newspapers and periodicals in the East are agog over the visits already paid to Navy Yards and Naval stations in the East by the Secretary of the Navy, the Assistant Secretary and the impending visits of congressional committees. So far not a word has been lisped of any visit to the two big yards and one station located on the western coast of the United States.

Of course, we don't intend to criticize or howl, but then it looks as if this side was being overlooked. We might add it has looked that way for some time. The Bremerton and Mare Island yards here are as important as the League Island or Portsmouth yards and far more so than the Charleston, S. C., yard. The San Francisco Training Station also ranks with those on the east side, and according to the commander of the Pacific fleet furnishes better drilled and better trained men.

* * * *

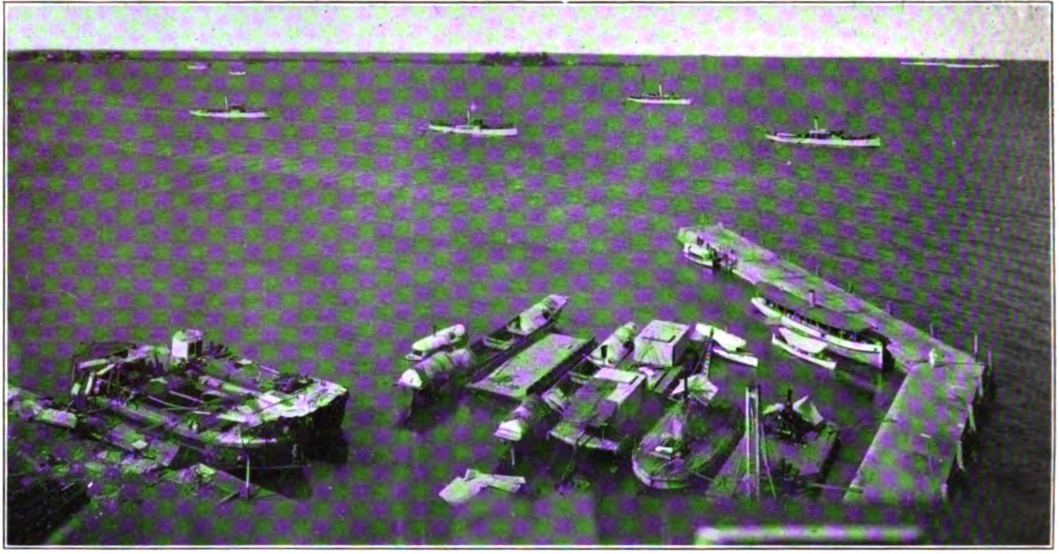
Forty-seven sail and steam vessels of 6334 gross tons were built in the United States and officially numbered during the month of February, according to a report by the Bureau of Navigation of the Department of Commerce and Labor.

The distribution of these vessels in the various waters, where they will be put in service, is as follows: Atlantic and Gulf, twenty-five; Pacific, eleven; Great Lakes, one, and Western rivers, ten.

Six of the vessels are of steel construction, while the others are built of wood.

* * * *

The cruiser New York, flagship of the new Atlantic cruiser squadron has been remodeled thoroughly and will leave the Charleston yard soon to take command of the east side cruisers. She will go to New York May 30th and receive her Rear Admiral's flag.



The Mosquito Fleet at Cavite

TROPHY BASEBALL

With three games won and one lost the Naval Training Station at San Francisco stands first in the percentage column for the Our Navy trophy. The U. S. S. Cheyenne, the U. S. S. West Virginia and the Mare Island Marines are tied for second place, each having won one and lost one game.

The first trophy game was played at the Training Station, San Francisco, on May 6th. The Station team won from the Tennessee by the close score of 2 to 1. The game was hard played from start to finish and both teams played exceptionally good ball. After the fourth inning the Station was blanked each time. The Tennessee chased a man across home bag in the eighth but failed to tie.

The following day, May 7th, the Pennsylvania and the Training Station mixed with the score 5 to 1 in favor of the Station. The Station scored in the first three innings but were blanked after that. The Pennsylvania was lucky in the fourth.

The Mare Island Marines won from the Cheyenne team on the Mare Island grounds on May 12th by a score of 11 to 10 in a 12-inning game. The score stood 8 to 6 in favor of the Marines in the first half of the ninth when the Cheyenne team rallied and tied the score. Neither team scored again until the twelfth inning when the Monitor boys started the fireworks with 2 scores and counted the game theirs. In their half the Marines connected with the sphere and landed 3 runs.

The next game was played May 18th at the Training Station and resulted in an easy victory for the Station over the West Virginia. In the first inning the Station batted eight men across home plate while the West Virginia team seemed unable to connect with the twirls of Rentz the Station pitcher. West Virginia scored twice in the eighth preventing a blank.

The West Virginia and Station met May 20th to play the remaining two games of their series. The West Virginia won the first game 3 to 1 through the inability of the Station team to connect with the ball. The second game ended in a dispute after one-half inning had been played. This game is claimed by the Station team as forfeited, which will be decided upon receipt of more complete reports, and is not figured in the standing of the teams.

The percentage of the teams is as follows:

TEAM	GAMES PLAYED	WON	LOST	PCT.
U. S. Naval Training Station	4	3	1	.750
Mare Island Marines.......	2	1	1	.500
U. S. S. Cheyenne..........	2	1	1	.500
U. S. S. West Virginia......	2	1	1	.500
U. S. S. Tennessee..........	1	0	1	.000
U. S. S. Pennsylvania.......	1	0	1	.000
U. S. S. Albany.............	0	0	0	.000
U. S. S. South Dakota.......	0	0	0	.000
U. S. S. California..........	0	0	0	.000
U. S. S. Colorado...........	0	0	0	.000

The games by innings are as follows:

Tennessee 1, U. S. N. T. S. 2.

	1	2	3	4	5	6	7	8	9	R	H	E
U. S. N. T. S....	0	1	0	1	0	0	0	0	*	2	4	4
Tennessee	0	0	0	0	0	0	0	1	0	1	5	3

Batteries: Martin and Yeager; Teubert and Zehner.

Struck out by Martin 7; Teubert 3. Two base hits, Rentz, McCafferty, Bush.

Pennsylvania 1, U. S. N. T. S. 5.

	1	2	3	4	5	6	7	8	9	R	H	E
U. S. N. T. S....	1	2	2	0	0	0	0	0	*	5	5	4
Pennsylvania ...	0	0	0	1	0	0	0	0	0	1	2	6

Batteries: Rentz and Yeager; Harris and Fox.

Struck out by Rentz 11; Harris 4. Two base hits, Harris, Waters, Martin.

Marines 11, Cheyenne 10.

	1	2	3	4	5	6	7	8	9	10	11	12	R	H
Marines..	4	0	0	2	0	2	0	0	0	0	0	3	11	15
Cheyenne	0	0	0	1	1	0	4	0	2	0	0	2	10	13

Earned runs—Marines 4; Cheyenne 3. Three base hits. Alworth; two base hits, McGillis, Murphy, McCarty, Isett; first base on called balls, off Fisher 3, off Brewer 1, off Walker 2; struck out by Walker 7, by Fisher 5 in 7 innings, by Brewer 1 in 5 innings; double play, McGillis unassisted; passed balls, Alworth, Elzie; hit by pitcher, Lyons, McCarty, Crowley by Fisher; hits off Fisher in 7 innings, 5; off Brewer in 5 innings, 7; umpire, Culp; scorers, Minnick and Carmichael; time of game, 2 hours and 35 minutes; sacrifice hits, Murphy 2, Winters, Hester; stolen bases, Burke, McCarty, Turner, Fisher, Isett, Fox, Hester, Reber, Carmichael, Walker.

West Virginia 2, U. S. N. T. S. 11.

	1	2	3	4	5	6	7	8	9	R	H	E
U. S. N. T. S....	8	0	1	1	0	0	1	0	*	11	11	5
West Virginia ..	0	0	0	0	0	0	0	2	0	2	3	12

Batteries: Rentz and Yeager; English, Shaver and Snyder.

Struck out by Rentz, 9; English, 2; Shaver, 1. Two base hits, Martin, Farber 2.

West Virginia 3; U. S. N. T. S. 1.

	1	2	3	4	5	6	7	8	9	R	H	E
U. S. N. T. S....	0	0	1	0	0	0	0	0	0	1	5	4
West Virginia ..	0	0	0	0	0	2	0	1	*	3	3	1

Batteries: Martin and Yeager; Schaefer and Snyder.

Struck out by Martin 5; Schaefer 8. Two base hits, Scott, Snyder.

Cheyenne 10, Mare Island Marines 9.

	1	2	3	4	5	6	7	8	9	R	H
Mare Island Marines....	1	0	0	1	0	0	3	0	4	9	11
Cheyenne	3	3	0	0	3	0	0	1	0	10	8

THE FIRST TEN LEADING IN DATTING AVERAGES FOR INDIVIDUAL PRIZE

($47.50 Hampton Watch.)

PLAYERS	TEAM	GAMES PLAYED	AB	HITS	PCT.
Montague	Mare I. Marines..	1	1	1	1000
Elzie	Mare I. Marines..	1	1	1	1000
McGillis	Mare I. Marines..	2	11	7	.636
Alworth	U. S. S. Cheyenne	2	11	6	.545
Bush	U. S. S. Tennessee	1	4	2	.500
Scott	U. S. Naval T. St.	4	13	6	.461
Martin	U. S. Naval T. St.	4	14	6	.428
Rentz	U. S. Naval T. St.	4	15	6	.400
Burke	Mare I. Marines..	2	11	4	.363
Mayor	U. S. S. W. Virg.	1	3	1	.333
Isett	U. S. S. Cheyenne	2	12	4	.333
Turner	Mare I. Marines..	2	9	3	.333
Harris	U. S. S. Pennsylv.	1	3	1	.333
Reed	U. S. S. Tennessee	1	3	1	.333

THE FIRST TEN LEADING IN RUNS FOR INDIVIDUAL CUP

PLAYERS	TEAM	GAMES PLAYED	RUNS
McGillis	Mare I. Marines..	2	6
Martin	U. S. Naval T. St.	4	4
Reber	U. S. S. Cheyenne	2	4
Dunham	U. S. S. Cheyenne	2	4
Farber	U. S. Naval T. St.	4	3
Larimer	U. S. Naval T. St.	4	3
Burke	Mare I. Marines..	2	3
Turner	Mare I. Marines..	2	3
Isett	U. S. S. Cheyenne	2	3
Crowley	U. S. S. Cheyenne	2	3
Carmichael	U. S. S. Cheyenne	2	3

* * * *

The following letter has been mailed to managers of baseball teams competing for Our Navy trophy, 1909.

Managers Baseball Teams:

In the games played for the Our Navy trophy so far some misunderstanding has been had regarding the choice of grounds, Our Navy therefore deems it necessary to make some rules concerning this point for future games in order to maintain harmony among the teams competing.

The following suggestions are offered and if no objection is received within a reasonable time, the suggestions will be considered as satisfactory to all concerned and declared as additional rules.

1. Each team in a series with any other team will have the choice of grounds on which to play for one game, the choice of grounds for the third game to be decided by chance. The team having choice of grounds will furnish balls for the game and will also have the choice of ins or outs at beginning of game. The choice of grounds for the first game of a series will also be decided by chance in case the managers are unable to agree.

2. In case of a tie between two or more teams for first place, each team tying will play every other team tying one game; if this results in a tie the above will be repeated until one team has won the tie series. For example: If A and B tie, one game will decide which wins the trophy, if A, B and C tie three games will be necessary which might again result in a tie.

Attention is respectfully called to the meaning of section 5 of the original rules, this rule was not intended to disqualify any team that was willing to play the full series but to prevent a team who might win the first few games from refusing to finish the series and thus not giving teams of a lower standing an equal chance.

Our attention has been called to the injustice of enforcing Art. 11, i. e., disqualifying any team for not having played one-third of the total number of games when that team had the opportunity, and was willing to play the games even though the offending teams were disqualified for not playing as nearly as possible one series of three games with every other team contesting for the trophy" as provided by the rules, in view of the above. In case any team A has not played one-third of the total number of games as required by the rules governing Our Navy trophy and it shall appear that this was not the fault of team A, team shall not be disqualified but shall be eligible for the trophy.

The above being difficult of proof, the benefit of all doubt will be given to teams A and the editor of Our Navy reserves the right to decide all cases in this rule.

Players not playing in two-thirds of the games played by his team will not be eligible for the individual prize offered for best batting average.

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THE CHEYENNE BUGLE

The latest edition to the Naval paper world of the West Coast is the "Cheyenne Bugle," published aboard the U. S. S. Cheyenne. The Bugle has departed boldly from the laid out path of magazines heretofore published aboard ship and is in newspaper instead of magazine form. It is published monthly by J. J. Peters.

The style of the paper is shown by the following item telling of some embryo experiments to convert a launch into an oil burner.

The Only Oil Burning Steam Launch in the U. S. Navy

In Use Twelve Hours

After a month of hard labor on the part of the Mayor of Gastown and his assistants, an oil burning apparatus was installed in the steam launch of the Cheyenne, which however, did not prove as successful as was anticipated. In the twelve hours in which the launch was running under the new conditions, two men were badly burned about the hands and face, and the coxswain was blown out onto the fo'cslle from which place he directed the further movements of the launch in the return to the ship. "BACK TO THE MINES FOR THE CHEYENNE EXPRESS."

The next thing to be invented here will be an oil burner for pipes which it is expected will prove a great blessing to smokers.

* * * *

WHAT THE CONTRACTORS SAY

By Alfred E. Bennett, U. S. N.

Supposing the Vixon bumps into the Dixon
And smashes her gar-aboard gunnel,
Or the U. S. S. Rand butts into the land
And scuttles her gaff-a-lee funnel

Supposing all motion stops out in the ocean
And out of a cap-swiveled hatch
A hideous noise floats up to the boys,
All swiggled up there in a batch.

Supposing a dozen, and maybe a cousin,
Of yours, are just scalded to death;
'Tis only a trifle, your sighs you must stifle,
And draw not a questioning breath.

Go back to your station, the investigation
Will show in this matter that we
Are unjustly accused, and roundly abused;
'Tis all a mistake, as you'll see.

This peevish destruction's not due to construction:
My, my! Why no—how absurd!
The king-pin was slewed or the gannican screwed,
Else, how could this thing have occurred?

'Tis plain that some "Heaver" got fresh with a cleaver
And cut the bilge firo in two,
Else, how could the smoke get into the stoke
To blacken and char the big "Stew?"

'Tis equally certain the firemen were flirtin'
With books and forbidden cigars,
Else, with their slice-bars they'd have put out the fires
And saved themselves horrible scars.

They knew that the log would slip a spare cog
On just a pin-gig-a-link break;
So we beg to say in a convincing way—
"This accident's all a mistake."

STATION NOTES

Chaplain Scott and wife were absent from the station from May 11th to May 18th, on a vacation.

* * * *

The work of extending the Pensacola dock fifty feet was completed last month and the Receiving Ship now occupies her new berth. While the dock was being repaired the Pensacola lay alongside the Buoy Station wharf.

The launch Castro went up Oakland creek during the middle part of the month for repairs. Her engines were overhauled and strengthened.

* * * *

Apprentice seamen are now being held on the station four months before being rated ordinary seamen. This is the time these men are supposed to be held, but when drafts were called for frequently, it became necessary to rate men, ordinary seamen and coal passers, several weeks ahead of time in some cases, men only being on the station two months when they were rated and transferred. With the four months' training the apprentices have a chance to become acquainted with artillery drill and many other parts of their training, which was necessarily left out when they stayed here but two months.

Under the supervision of Gunner Hancock the apprentices are doing fine work on the rifle and revolver ranges. The scores are far better than any ever made by new men here before. Many qualify as first-class the first time on the range.

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Three companies of the marine battalion of the Pacific Fleet drilled on the Station May 14th, under command of Major Myers, the battalion commander. The Marine guard of the Station dispensed with their field drill that day.

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An infantry company from the Tennessee, which will drill at Seattle when the fleet visits the fair, did its practice stunts on the Station parade ground while the Tennessee was in the harbor.

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Surgeon F. E. McCullough has taken over to the medical department of the Station the routine of instructing the apprentice seamen in first aid. From the viewpoint of the man this is an excellent arrangement, as it gives the best of instruction in first aid, whereas when the company commanders did this work it was necessarily weak. The first few lectures were given to the whole battalion, but hereafter one of the station medical staff will instruct a company at a time. It is planned to have exhibitions of improvising stretchers and assisting wounded men by members of the hospital corps, in order to more thoroughly teach the apprentices.

Assistant surgeon John B. Kaufman has been attached to the Station. Surgeon McCullough has taken charge of the medical department since the detachment of Surgeon Fields.

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A new shop for the carpenter's gang of the Pensacola has been erected near the road leading from the Pensacola dock. It will prove a great benefit to that overcrowded department.

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Work on the new Marine barracks at the Station has been progressing satisfactorily for the past few weeks, after the many setbacks during the rainy season, caused by falling in of evacuations. The building occupies one of the most desirable building sites on the island. It faces the Oakland side and is high enough to command a view of the entire Berkeley, Oakland and Alameda water-front. The men will be quartered in the new building in what is known as the squad room formation. Each room will have a squad with a non-commissioned officer in charge. Separate quarters are provided for sergeants and enlisted men holding the higher ratings. The officer's quarters are located to the right of the new barracks and will be completed before the barracks building. For the several years the Marines have been using their tents and the change will be welcome.

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Captain Bradman, U. S. M. C., has been attached to the Station, to command the Marine detachment.

Commander E. W. Eberle, Commandant of the Station, was absent most of the latter part of the month, owing to duties with a Court of Inquiry at Mare Island, Cal.

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VICKSBURG TO CRUISE

After many rumors to the effect that she would sail for Chicago, would be turned over to the revenue service and that she would go to Pacific Central American waters, the gunboat Vicksburg has been ordered into commission at Mare Island, California, with orders to proceed to the West Indies by the way of the Straits of Magellan.

A draft of twenty ordinary seamen and a few artificers were sent to the Vicksburg from the training station, San Francisco. The remainder of the crew came from Mare Island. Commander R. Welles has been attached as skipper.

The ports the Vicksburg will touch have not been announced, but it is thought she will touch ports as follows: Santa Barbara, Acapulco, Corinto, Panama, Callao, Coquimbo, Punta Arenas, Buenos Ayres, Rio Janerio and Bahia.

U. S. S. Charleston,
SHANGHAI (China), April 3, 1909.

Editor OUR NAVY: Will drop you a line and give our readers a little idea of what the "Bamboo Squadron" is doing. We have been having some very disagreeable weather the last few days, but we are in hopes of having better now, since we are all ready for our trips ashore as soon as the paymaster passes the glad word: "Lay down to the pay office and draw your monthly money." We had a fourteen-day stay in Hongkong and were accorded a fine time. Everything possible was done to entertain both officers and crew, and a big athletic meet was held, at which our squadron did some good work, and at the boxing carnival our boys proved themselves the champions in nearly every instance. The uniform was a pass on all cars, and big dinners were served free to all who wore the uniform and were made welcome in every way. The Charleston won the baseball cup without any trouble, but some good games were put up by the other ships, and ball parties were the order of the day during our entire stay. The ship's barber, "Izzie," distinguished himself in many ways as a ball player, but the most noticeable was his "fetching manner" with the bats. That is, "fetching them in."

Our next port was Amoy, Swatow having been stricken from the list, so we could have two days more in Shanghai, and we are all pleased at the change.

Our stay in Amoy was very short, being only two days, and not much liberty was asked for, in some cases it being almost necessary to detail men to go ashore. Everyone is waiting for the grand charge here, and I don't think any detail will be necessary at all.

The Admiral shifted his flag to the Galveston, and with the Cleveland, Denver, and later the Chattanooga proceeded to the anchorage up the river off Shanghai proper. The Charleston will not go up the river, but will lay off Woosung, and we will have to depend on the train during our stay here. It makes it a little longer for the liberty party from this ship to get to the city, but the ride will be enjoyed by all, and the delay will not amount to but a few minutes.

We are scheduled to remain here about fourteen days and then go to Nimrod Sound to witness gunboat practice, after which we go to Yokohama for thirty days. By the way, do you know that the "spit kits" of this squadron are not so slow after all. If you could see the trophy flying at the fore on the Galveston you would not forget that some good work was done at target practice this year, and conditions were much different than ever before.

We expect mail to-day, and I am trusting that OUR NAVY will not be missing. "73" to all on the Pacific station and all the rest of the friends I may know.

Your correspondent, "AG"

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GOVERNMENT MONOPOLY OF WIRELESS STATION

To the Editor: I have read an article in your May issue written by Francis B. DeWitt under the head of "Congressional Bonus Desirable for New Wireless System, Making Interference Impossible," in which the writer endeavors to show how it would be an injustice to commercial companies and amateurs for the Government to take control of wireless stations. The article as it is written leaves the impression that the writer either does not know the condition of things, or that he has a bone to pick for some commercial company, either of which is of little consequence to the Government.

A good explanation of the present condition of the wireless business can be had by imagining a telegraph line which is nobodys property, and every commercial station has the right to tap and use as they like. Still worse, every amateur, ranging from the age of twelve to thirty-five years has the right to tap the wire and interfere with business. They have no business to transmit or receive but only use their privilege as a plaything to the hinderance of important business.

With these conditions it is easy to imagine the present use of wireless telegraphy as compared with what it could be made to be by Government control.

The suggestion for a bonus for the invention of a system of wireless which would make interference impossible, would have little or no effect, as every inventor and experimentor in the wireless field has been striving for this since the adaption of wireless.

The reward for the inventor who accomplishes this is ample without any further bonus. Of course there could be no objection to offering a bonus but that would not improve the usefulness of wireless until such a system was perfected.

The importance of wireless telegraphy is too great to allow it to be made a plaything for amateurs. The government will surely have to take the matter in hand at an early date, which can be done without working an injustice to commercial companies, by allowing commercial companies to equip and operate wireless on vessels and placing all land stations under Government control. At present the Government has ample shore stations to handle all the business on either coast, and in most cases the commercial stations on land are set up in the vicinity of Government stations. With the present system of wireless where interference can not be prevented, only one can be operated at a time. One station can handle more business than two, in fact every additional land station in the same locality decreases the amount of business that can be handled, owing to the loss of time from interference.

A legitimate commercial company would be aided by Government control of land stations by facilitating the handling of their business and by insuring privacy of their business. The latter being impossible at present owing to the numerous private and amateur sets in operation. There is good reason to believe that private receiving stations are equipped and operators kept on watch, night and day, for the purpose of copying Government and private messages and selling the information to the press.

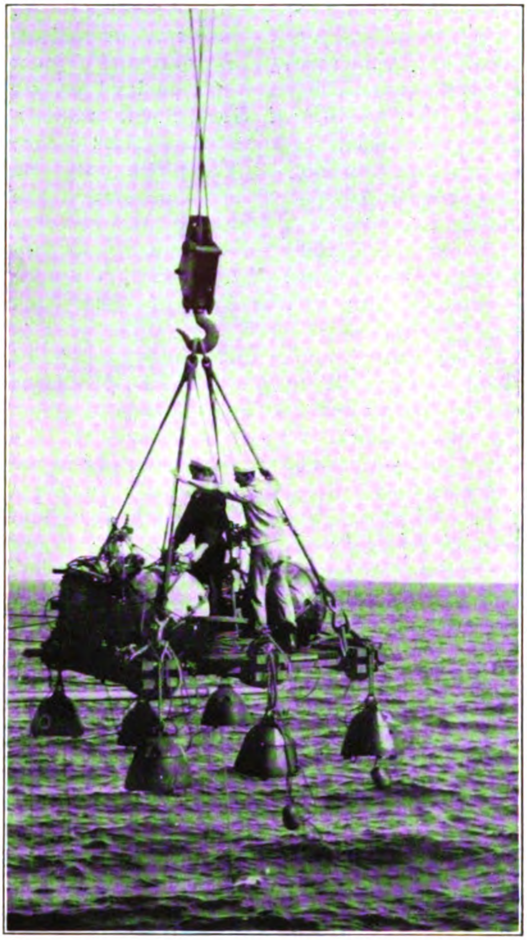
This menace to the usefulness of wireless to the Government and to commercial stations is sufficient to cause immediate action on the part of the Government and should be welcomed by the ship owners and others who are compelled to use wireless for important and private business.

Another very important phase of wireless that can only be effected by Government control, is the use of wireless between land stations. It is very often that one half of the time is consumed transmitting wireless from one land station to another, while vessels at sea, who have no other means of communication are unable to transmit their business. As long as commercial companies are allowed to install land stations, this hindrance to the use of wireless is sure to increase.

In order to promote the real usefulness of wireless until a system is invented that would make interference impossible, wireless should be restricted to use only between vessels and land stations, or between vessels which can best be accomplished by Government control of land stations.

The United States Navy has their stations manned by efficient operators. These operators have been given a special course of instruction in the Navy electrical schools, and in most cases were practical operators in civilian life, who had been drawn to the Naval service by the better pay and other inducements offered them by the Navy Department.

E. M. F.



Mine Planting Drill, U. S. S. California

EIGHT MONTHS' CRUISING

Since leaving San Francisco Bay on August 24, 1908, the Pacific Fleet has cruised about 21,671 miles and was absent from the continental limits of the United States seven months and twenty-seven days. In number of miles traveled the cruise of the Pacific Fleet is surpassed only by the around the world tour of the Atlantic Fleet. In number of days absent from the United States the Pacific Fleet passes the Atlantic by a few days.

From San Francisco the fleet went to Honolulu and remained there eight days. The next stop was at Apia, Samoa. In Samoa the fleet visited Pago Pago and then returned to Honolulu for a week. From this place the fleet went to Magdalena Bay for fall target practice. The winter months were spent in South American and Central American waters. The main body of the fleet visited the following ports:

Acapulco, Mexico; Amalapa, Honduras; Panama, R. P.; Talcahuano, Chile; Coquimbo, Chile; Callao, Peru; Galapagos Islands; Taboga, R. P.; Puntarenas, Costa Rica, and Magdalena Bay, Mexico. In addition to these stops, ships singly or in pairs visited most every port on the west coast south of the United States.

The California made a hurried trip north before the fleet, but the men were granted no liberty. The Colorado and South Dakota remained in Central American waters after target practice and were much longer away from the United States than the rest of the ships. The Colorado reported to the flag at San Francisco on May 19th. The Yorktown, South Dakota and Albany were left in Central American waters.

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NOTES FROM MARINE BARRACKS, SITKA, ALASKA

April 30, 1909.

The first robin made his appearance here April 7th, and was welcomed as the harbinger of spring, though snow is yet upon the ground in places.

The first ball game of the season took place April 10th, when the Marines beat a team from the Indian village by a score of 17 to 4.

Gallery practice was concluded during the month. Several prizes were offered by the Post Exchange, viz.: A first prize of $5; two second prizes of $3; and three third prizes of $2 each. Private Wallace Botner took the first prize with a score of 193 out of a possible 200. Sergeant Beauchamp and Private Copeland and Sutton tied with 191 each. Private Disken made 189, and Sergeant Ayling and Corporal Buser each scored 188.

April 13th. Corporal Oliver J. Buser, who is an expert rifleman, left Post for Sea Girt, N. J., to join the U. S. Marine Corps rifle team now assembling at that range, and Private Henry Hall reported for duty the same date, from Brooklyn, N. Y., and has been detailed Post Carpenter.

April 15th. At 10:30 a. m. our genial and popular canteen steward, Sergeant Felix Beauchamp, was united in marriage to Miss Teresa Witz, the belle of Sitka, and only daughter of the leading purveyor of liquid refreshments. At 8:30 p. m. a reception was held in the Witz Hall in celebration of the auspicious event, and it was largely attended by the elite of Sitka, and those members of the garrison who are devotees of the terpsichorean art, and graceful exponents "on the light fantastic toe."

There was dancing, followed by a handsome collation, and during the intermission the bride and bridegroom contrived to mysteriously disappear.

Captain C. Gamborg Andersen, Commanding Marines, was present and congratulated the newly wedded couple in a felicitous speech. He was followed by Mr. Edward Chamberlain, of the Alaska-Pacific Express Company, in an equally happy vein.

April 23. The U. S. S. America, lighthouse tender, came into port from Seattle. She coaled at Japonski Island, and sailed for Juneau, April 27th.

April 26. Private "Bob" Hall left on the Georgia for duty at Marine Barracks, Mare Island, Cal.

R. Monckton Dene,
U. S. M. C.

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BATTLESHIP BUILDING

The Brooklyn Navy Yard is falling behind the New York Shipbuilding Company in the battleship building contest. The latter company is building the battleship Utah in its yards at Camden, N. J., and the Brooklyn yard is constructing the battleship Florida. Work on both vessels began at the same time, and, according to a statement issued from the Navy Department this month, the Utah is 10.8 per cent finished and the Florida 8.4 per cent.

Officials of the Brooklyn Navy Yard, however, are not very greatly disturbed over the lead that the private shipbuilding concern has in the contest. They declare that it is to be expected, as the New York Shipbuilding Company is not now engaged in making extensive repairs to four battleships that have just come from around the world, and to numerous small craft; but is concentrating all its efforts upon the new battleship.

There is but a small percentage of the total number of men employed in the Brooklyn Navy Yard really engaged in the construction of the Florida. The majority of the employees are busy pulling down the now old-fashioned fighting tops and top hampers of the battleships, and preparing to replace them with the new-fangled "haystack" fighting tops that have been adopted as the latest thing in battleship construction. Then, too, in addition to this work, numerous minor repairs are being made to the boilers, hulls and interior fittings of the vessels necessitating the employment of a large force of men.

According to the plans of the Navy Department, all of these repairs must be completed by the 15th of June, shortly after which date the fleet is expected to reassemble off Guantanamo for its annual target practice. The work which must be done on these vessels, then, is urgent, more urgent than that which is concerned with the construction of the new battleship. Consequently, a less number of men is actually at work on the Florida than would be under other conditions.

The commandant of the yard is not authorizing the calling in of any additional men to work on the Florida, for under the new scheme of consolidation all of those now at work on the repairs to the fleet, or the majority of them, at least, can be transferred to the Florida, and with a full force of men employed on the new ship, the naval constructor in charge feels sure that he can overcome any lead that the New York Shipbuilding Company may have piled up in the interim.

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FROM THE GRAND CANYON U. S. S. COLORADO

In the great whirl of events in such a place as this it is difficult to pick the most important. One very exciting incident was the search for the Nagarotte, a Nicaraguan gunboat by the South Dakota. Since the Nagarotte was found only with the aid of a powerful microscope it is evident that the South Dakota must have been greatly in fear of destruction by the Nicaraguans.

It has been stated in American newspapers that the Colorado and South Dakota are in the Gulf of Fonseca to protect American interests. To anyone who has been ashore at all the question promptly presents itself, "Where are the American interests?" Of several very expressive answers perhaps the least violent is, "Search me!"

We're here because we're here.

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The Newport Training Station, according to newspaper report, has become famous through the medium of a moving picture firm. The exact occurrence was the rescue of a "beautiful" young lady by a real live "hero"—both actors, of course—while the crew and apprentices of the Station danced softly in the background.

The film the moving picture company was making intends to portray the adventures of a young man who ships as an apprentice seaman and finally wins his commission. The scenes are all laid in Newport. The big act is where the hero's sweetheart visits him at that Station and he rescues her.

When the real stunt came off it is said that both the man and woman were so near exhausted when brought aboard that restoratives were needed for both.

Boys from the U. S. S. New Hampshire on Target Range, Guantanamo, Cuba

POWERFUL SEARCHLIGHT

The Connecticut is now equipped with the most powerful searchlight in the world, says Popular Mechanics. It has a strength of 180,000,000 candle power, which, for the sake of comparison, is 179,998,000 candle power more powerful than the ordinary street arc lamp.

The great mirror is five feet in diameter, and was made for the Government in Germany. The searchlight will throw such an immense beam of light that it will be able to detect a submarine or torpedo boat at a distance of ten miles.

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RESCUE FISHING PARTY

After drifting about helplessly in San Francisco Bay in a small row boat for several hours, three members of the fishing party were rescued from drowning by bluejackets from the U. S. S. Glacier. The rescue was effected off Hunter's Point. The cries of the fishing party attracted the attention of the quartermaster on the Glacier. A steam launch was hurried to the scene and the party landed at Protero. It is doubtful if the row boat could have drifted much longer.

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ATLANTIC BATTLE PRACTICE

Battle maneuvers on a broad scale on the Atlantic coast are to be participated in by the battleship fleet when the vessels assemble in June, after their overhauling and repairing.

These maneuvers will, as far as possible, simulate the conditions of actual warfare, and will be more extensive than any conducted in the past. The entire fleet will take part and, in addition, three torpedo flotillas, including both torpedo boats and destroyers, and a flotilla of submarines, will be placed at the disposal of Rear Admiral Seaton Schroeder for tactical operations during the summer.

It has not yet been definitely decided whether the fleet will divide, and the two divisions make offensive and defensive movements against each other, or whether it will be maintained as a unit, alternately attacking and defending points along the coast. Not only will the maneuvers demonstrate the united efficiency of the fleet, but will give an accurate idea of the possibilities of torpedo craft in coast and open sea warfare.

The third torpedo flotilla, now at Pensacola, Fla., in the command of Lieutenant Willis G. Mitchell, will be employed, and the other two flotillas will be organized from the boats in reserve at the Norfolk Navy Yard and the torpedo station at Newport.

The "mother ship" Prairie, the torpedo experiment ship Montgomery, and the tender Castine will be used in conjunction with the torpedo boats.

MARINES FOR PACIFIC FLEET

Marine guards are being organized for the vessels from which marines were withdrawn, in accordance with the order of President Roosevelt. The size of the detachments will vary from seventy-one officers and men in case of a flagship of the Connecticut type to fifty-six men in the case of a battleship of the Mississippi class. Except in the case of the Montana and North Carolina, which received their guards last week, prior to leaving Guantanamo, Cuba, for Turkish waters, the guards will go aboard ship about June 1st.

The ships for which guards are being organized are the Tennessee, California, South Dakota and Washington, constituting the second division of the Pacific fleet, and the following vessels, which are or will be part of the Atlantic fleet when it reassembles in June; Connecticut, Idaho, Mississippi, New Hampshire, and Vermont. The marine detachments were not withdrawn from the other vessels of the Atlantic Fleet. The cruiser New York will receive her guard when she goes into commission May 15th.

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REMODELING THE SOLACE

The work of remodeling the old transport Solace and making her hospital ship for the Atlantic fleet has been started. The officers and crew of the Solace were scattered among the ships at the Charleston Navy Yard. The Solace will not be docked until after the torpedo boats are prepared for their fall maneuvers.

The job on the Solace is a big work, as the vessel has had such long sea service that her overhauling and general repairs will be more extensive than would otherwise be the case, and then the work in addition to converting her into a hospital ship. The erection of bilge keels to add to the comfort of the patients and to provide the desired stability of the vessel is also a work that will take some time.

The Solace will probably not get out of the hands of the department of construction and repair for three months. Surgeon Pickrell and Pharmacist Scott are at the yard, as already stated, to give the navy constructors such information and assistance as they may desire in their work of planning and arranging the construction of the ship.

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NEW TRAINING STATION

Bids for work totaling almost half a million dollars, to be done at the Illinois Naval Training Station, at Lake Bluff, Ill., were opened by the Navy Department.

James Corse of Racine, Wis., was the lowest bidder for the construction of the officers' houses at the Station. His bid for the Commandant's house was $30,000 and for six junior officers' houses $78,000. The work is to be done within a year. This is the third time bids have been advertised for this work.

The Noel Construction Company of Baltimore, contractors for the new Chicago City Hall, who already are doing $1,500,000 worth of work, are the lowest bidders for the medical department buildings at the Station, for work totaling $313,000. This includes a hospital, at $234,000; senior medical officer's house, $24,000; two junior medical officers' houses, $38,000, and hospital laundry, $17,000.

Rear-Admiral Albert Ross, in charge of the construction, declares that the Station will be completed July 1, 1910. It will represent an outlay of $2,500,000.

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Navy Yard,
MARE ISLAND, CAL., May 20, 1909.

Sporting Editor OUR NAVY,
Naval Training Station, San Francisco, Cal.

Sir: Attached to and serving at this Post is a Marine, who has considerable ability in the boxing line. He wishes to issue a challenge, through the sporting pages of your magazine, to any man in the United States Service averaging 145-148 pounds. The men at this Post will back him with a good purse.

He fights under the name of Ed Lorey.

Very respectfully,
FRANK MINNICK,
Manager and Fight Promoter.

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The United States cruisers North Carolina and Montana arrived at Gibraltar, May 5th, from Guantanamo Bay, Cuba, bound for Asiatic Turkey to protect American interests. Instructions have been sent to the North Carolina and the Montana to proceed to Mersina as soon as coaled. Captain William A. Marshall, commanding the squadron, has been ordered to view the situation at Mersina and then continue with one or both of the cruisers to Alexandretta, according to the needs of the situation existing when he reaches Mersina.

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One of the best and largest balls of the season at the Portsmouth Navy Yard was given by the crew of the battleship Wisconsin last month. The affair was held in Freeman's Hall and was a success. The hall was profusely decorated by the ship's quartermasters and electricians.

POSES AS NAVAL OFFICER

George Laubenthal, alias Fred Smith, alias several other names, had a brief session of popularity and prosperity in San Jose, California, where he posed as a Naval officer. Laubenthal's plan was so audacious that he succeeded in partially carrying it through.

Under the name of Fred Smith he served a term in the Colorado penitentiary. Shortly after his release he shipped in the Navy as a fireman and was sent to Mare Island. He deserted there and took with him an officer's uniform and some Naval blanks. With a companion he went to San Jose and opened a recruiting office.

The ignorance of inland towns of the ways of the Navy is the only reason Laubenthal was not caught the first day. He gave checks on the paymaster at Mare Island in payment for his office furnishings and a full layout of civilian clothes. He then started to recruit. Instead of sending the recruits anywhere he drilled them in San Jose and paid their expenses with more checks. His career ended when he came to San Francisco to spend some of the change from cashing a check.

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Arrangements are being made for the docking and overhauling of the reserve torpedo flotilla of the Atlantic fleet at the Charleston Navy Yard. It is planned to run four boats in at a time and have the work done on them simultaneously. The first four will be the Rodgers, Worden, Winslow and Foote. In all, thirteen boats will be docked before the spring maneuvers off the New England coast.

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OFFICERS ARE DECORATED

Eighteen officers of the United States Navy, ranging in rank from Rear Admiral to ensign, have been notified by the Government of Venezuela that the decoration of the Order of the Bust of Bolivar has been awarded to them. These officers include the number who went town to Venezuela on the battleship Maine and the naval dispatch gunboat Dolphin during the recent troubles prior to Castro's hurried departure for France. Venezuela is said to have been highly pleased with the way in which the Americans performed their delicate task. Congress must, however, give its consent before the officers can accept the decorations.

The Order of the Bust of Bolivar was founded about eighty-four years ago and is the highest decorative honor in the gift of the Venezuela government. It is said to be the largest number of American officers who have ever been decorated by a foreign government at the same time.

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EXTRACTS FROM THE POST CARD LOG U. S. S. CHARLESTON

April 7th—Continue painting ship and our blue uniforms are suffering. Ship's company paid, and our troubles are about to begin. Extended liberty granted. French cruiser "Bruix" stands out at 9 a. m., flying homeward bound pennant.

April 8th—Weather pleasant and gradually growing warmer. Chinese and Japanese "bum-boats and curio dealers are doing a rushing business during the meal hours, and would cause a Hexter street Jew to blush.

April 9th—Society Ladies of Shanghai entertain three hundred men of our Squadron at a luncheon ashore.

April 23d—Transfers to and from all ships; short-timers to the Collier Alexander for further transfer to Independence, via U. S. Army Transport. Villalobos returns from Shanghai. First Division and Chatanooga got under way at 5:26 p. m., bound for Kobe, Japan.

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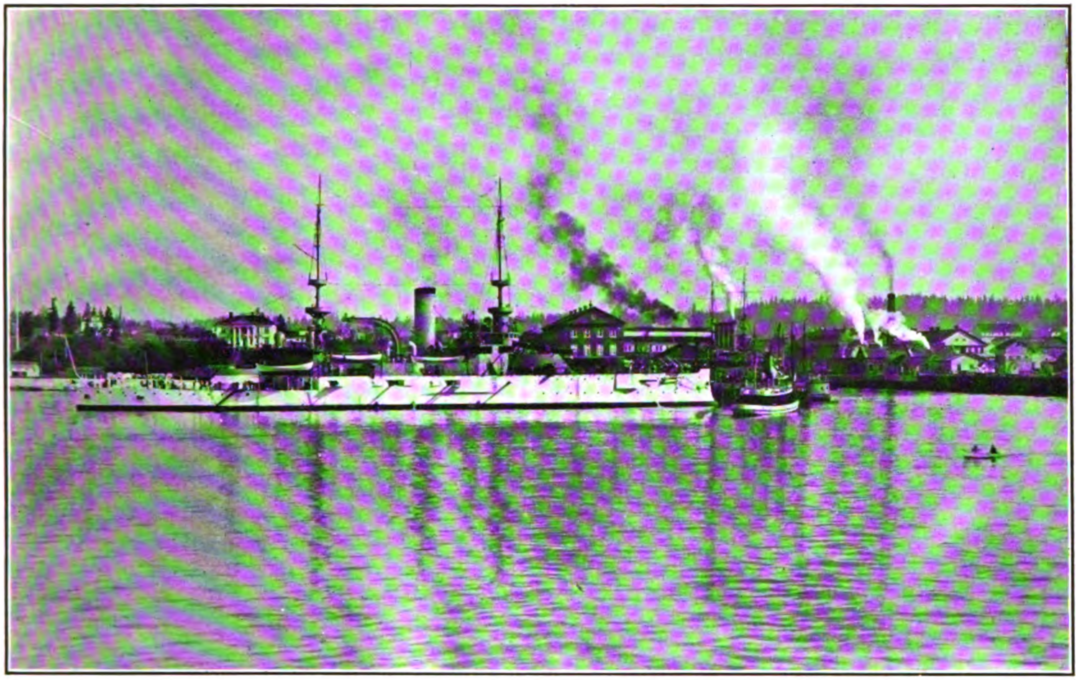
PLAN BATTLE PRACTICE

Extensive plans are being prepared by the Navy Department, according to rumors from Washington, for the next battle and target practice, and both the Pacific and Atlantic Fleets. One of the features will be practical testing of searchlights and the new fire control masts and apparatus, as soon as those features are installed.

The present plans for the Pacific Fleet are to maneuver the "big eight" with a flotilla of torpedo boats. The ships will go through the game of night and day attack and offensive and defensive operations.

It is not decided yet whether or not the big cruisers will attack any of the land batteries on the western coast. It may be that this will form part of the battle operations. If the ships do attack a land battery that battery will not be informed beforehand, but all batteries will have to be on the lookout for the fleet as if war actually existed.

There can be no question but that the war game played this way would be interesting and instructive, as much for the artillerymen as for the Navy.



U. S. S. Wisconsin at Navy Yard, Puget Sound, Washington

THE "MAD-HOUSE" MAN

By A. E. Bennett

The act of a craven should not be noted, for by attention the purpose of the perpetrator is fulfilled, in that the eyes of others are drawn to his deed and their thoughts to the motive which preceded the act.

But some cravens by their acts prove themselves so abominably contemptible that it would be contempt of justice to allow the slimy recesses of their hearts to remain uncovered.

The craven is resourceful without being wise; cunning without being cautious, and a coward without one mitigating word.

The wife who drivels to outsiders of little, or even great troubles within her own home is beneath contempt. She lacks gray matter.

The sailor-man who hangs out a "mad" sign over his own ship's side is a traitorous, milk-livered turn-coat. He lacks sand. He is sick.

Any man should be able to prove himself superior to circumstances, and thereby vindicate his manhood.

Must a man be frozen because his coat is taken away, or die of hunger when he finds the bakery closed? Does a man count himself a slave because his light is turned out at two bells in the evening, when he would perforce read ten minutes longer? Is all sickness death?

Time and time again commanders have had their requisitions refused when they asked for needful supplies. Times without number they have had their recommendations ignored and their suggestions scorned by their well-meaning but short-sighted superiors. But nevertheless they went out with their loyal crews—fought and won battles; made successful cruises and even changed the map of the world.

No handicap being heavy enough to weight their spirits; no criticism sharp enough to sting their enthusiasm, and finding no shoal so extensive but there was a deep water way on one or the other side.

Anything tending to the destruction of this Invisible Spirit of the American Navy—this inert something which is born and bred into the true American, making him the superior of all, is a poison ranker than that of the lance-head viper.

The man who, balked by lawful authority in his execution of some unlawful design; forced to do his work, or even being treated with some injustice, throws up both hands and cries "mad-house," is not fit to clean the sides of a mudscow.

He proclaims himself a spineless weathercock, to be slapped this way and that way by every ill wind of misfortune.

He raises his voice in judgment of every decree that thwarts his warped inclinations, while at the same time he could not tell right from wrong, though they both flew distinguished pennants.

A jackal follows an army to feast on the wounded and dead. A scout takes a stray shot at him, and the jackal's gangrenous heart fills up at once with venomonous hate for the scout. He would attack, but he dare not for the scout could easily kill him.

Then the world at once seems full of dispicable, diseased spite to the jackal. For him, the sword of Justice is twisted into a frail reed. Why should the soldier be able to kill him, and he be only a helpless jackal?

But why indeed should he follow the army? He overlooks this last thought, however, as he broods over his outraged dignity and hatches a brood of writhing, serpentuous designs.

Like the shadows of death he follows the scout—waiting and watching—at last his opportunity comes; the scout falls wounded in a skirmish. Then the jackal dashes boldly forward and with demonaic fury rends with his dripping fangs his still living enemy. Sated with blood, he trots away a few yards and looks back at his work with a malignant leer, while his wolfish eyes glow with a horrid satisfaction. He has reseated Justice on her throne and straightened out her sword. His wrongs have been avenged.

The man who bears that "get even" snarl about his yellow teeth—who slinks about the decks with lowering eye and tail between his legs, is a cousin to the jackal.

He puts his personal grievances ahead of the welfare of his shipmates. He aggravates any distasteful condition without offering any possible way for its elimination.

He nurses the seed of discontent until it blossoms into a flower and then wears it in sight to vex and depress the spirits of his associates.

He is the raven who, having eaten his fill of offal, hangs about merely to croak. He is a canker-worm in the rose of loyalty. He is an underground stream steadily eating into the foundations of Discipline; a midnight spoiler who would leave a grease spot on his country's name.

He is a pest, a scourge, a continuous discord in the symphony of life.

Any loosened screws in the great machinery of the service administration will adjust themselves in time, and in the meanwhile let every man stand by his ship—right or wrong.

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Said Casey, the Bos'un's M8,
As he poured out vials of H8
On the head of a rook
By the port anchor fluke:
You'll never be handed a R8.

* * * *

NAVY GETS NEW TORPEDO

The Navy Department, it is understood, has secured a new torpedo in the one invented by Harry D. William of the Bureau of Ordnance that is said to be a wonder. This torpedo is being manufactured at the naval torpedo station here and great secrecy is maintained in regard to its details.

The missile is said to be superior in some respects to the ones now in use by the navy—the Bliss-Levitt, the Weymouth and the Whitehead.

The Williams torpedo is of the turbine type and is accredited with having a speed of more than forty knots at a range of 5000 yards, while the cost of manufacture will be much less than the others now being made by and for the Government. In appearance it is to be much like the Weymouth, but in mechanism it is entirely different from any other torpedo. The Williams invention will also carry a greater explosive charge and its accuracy is said to be remarkable. Tests are to be made in Narragansett Bay during the summer under the direction of Lieutenant-Commander Mark L. Bristol.

The Williams torpedoes will be controlled exclusively by the United States and will be manufactured at the Newport factory.

* * * *

Quarantine of the battleship Missouri, which has been maintained for several weeks at the Boston Navy Yard, has been lifted. About twenty cases of scarlet fever discovered among the sailors were removed to the marine hospital, Chelsea. All of the patients are very lightly affected.

* * * *

If you ever heard a mother sobbing on her baby's grave;
If you ever dreamed of screams from out of Hell;
If you ever felt the thunder of an angry breaking wave,
Then you understand the language of a shell.

THOSE PHYSICAL TESTS

Officers of the Navy, and in addition the Army and Marine Corps, are greatly interested in the views President Taft will take of the physical tests prescribed for officers of all branches of the United States Military and Naval Services. These, for the Navy and Marine Corps, consist of ninety-mile horseback rides, bicycle rides or fifty-mile walks, with certain sprinting tests for Marine officers.

It is argued that several officers have already been seriously injured while training for their tests and that these injuries are more detrimental to the service than the results of the tests are good. However this may be, we of the forecastle do not know. We are interested in the tests.

As the situation is now, officers go into preparation for the yearly walk or ride, and then lapse into inactivity until the approach of the next test. Another defect is in the failure to make distinctions for officers of different ages. The same requirement applies to the officer of twenty-five and the officer of fifty-five years. The sentiment in the service is decidedly in favor of a change, so as to avoid retirement of officers who are really still in their prime, although they may not be able to come up to the severe requirements of horse-back riding and pedestrianism.

* * * *

NO WAR DANGER

"As far as any war between the United States and Japan is concerned, all such talk is buncombe," declared Rear-Admiral Robley D. Evans.

"The Japanese have their hands full in taking care of the Russian situation. It is rebuilding its navy, getting its army into shape and constructing a double track railroad across Siberia. Russia will not be satisfied until it has another try in the field with Japan."

* * * *

AIRSHIPS FOR NAVY

Officers at the Philadelphia and other naval stations are elaborating plans for the equipment of the vessels of Uncle Sam's navy with small dirigible balloons, to be used for scouting at sea.

They have progressed so far, it was stated at the Philadelphia Navy Yard, that they have agreed upon the type of craft to be employed, and some of the details of its construction.

The plan of equipping battleships with means of aerial navigation is not entirely new; it is likely, however, that the United States Navy will be the first in the world to put these plans into practical operation. Great Britain has provided a fund for purposes of investigation and experiment, but has made no farther progress.

A small, cigar-shaped, dirigible balloon, equipped with a small engine, a propeller and a steering device, is the form of airship which has been decided on.

The old style pear-shaped gas bag would offer too easy a mark for the small arms of an enemy's ships, besides being at the mercy of every wind.

The aeroplane would prove useless on account of the uncertainty attending its operation, and the lack of space on a battleship to give it the necessary first impetus.

* * * *

TO COAL AT SEA

The Navy Department has arranged for the experimental installation on the naval collier Prometheus at Mare Island of a system of coaling at sea.

The subject has been under discussion by the experts of the department, who have had possession of much information collected by American naval attaches in Europe in regard to the methods adopted by the foreigners in the equipment of fleet colliers.

A German type of mechanism will be used of the endless rope type. It is stipulated that the machinery shall deliver 380 tons of coal in eight consecutive hours, with the collier and its companion ship at sea under way and in "moderate" weather.

* * * *

The Navy is in sad need of more efficient engineer officers according to Rear Admiral John K. Barton, chief of the Bureau of Steam Engineering who has lately submitted his annual report. The chief of bureau states that many more officers are needed for shore duty for this department of the Navy and advocates the assignment of at least 20 junior officers to the engineers department. He also advocates the re-opening of the school to train officers in engineering work.

* * * *

A vacancy in the office of chaplain in the navy will be filled by the appointment of a minister of the Methodist Episcopal Church, and Secretary Meyer will ask the board of bishops soon to meet, to nominate a candidate, the vacancy having been caused by the retirement of a member of that denomination.

There being no unitarian chaplain in the navy, representatives of that denomination recently appealed to the President in behalf of such an appointment, but without success.

RECRUITING STATISTICS

Some curious bits of statistics in regard to the Recruiting Bureau of the United States Navy appear in the Profitable Advertiser:

"Thirty per cent increase in number of men enlisted and twenty per cent decrease in number of advertising dollars spent—that is what the United States Navy did this year as compared with last year. A record really entitled to be called wonderful. Of course, you want to know how it was done. This is the story:

"Previous to the year 1907, the Navy complement had never been filled. Failing in all other efforts to get recruits, the Navy Department decided to try advertising. During 1908 the department advertised. It used all sorts of standard advertising media, even moving-picture machine lectures, and a recruiting yacht which traversed the country and coast up and down.

"The advertising of 1907 was successful. But the department determined to get greater results out of its 1908 campaign. And it did. To do it the department invited seven leading advertising agencies to submit plans of a campaign. The plan accepted was based on a new thing in advertising—facts and figures. Most campaigns are based on faith and hope. And this is how it came about:

"It was reasoned out that something had been wonderfully successful in getting recruits in 1907. How to find out what that something was—that was the question. And this was the answer:

"'At Newport, R. I., and Norfolk, Va., there are training stations. At these stations new recruits are trained to go aboard ship. The three thousand new recruits know the kind of advertising, or the something, that got them into the notion of enlisting in the Navy. Cross-examine them and they'll tell you what did it.' That was the line of reasoning.

"To these Training Stations went the cross-examiner. To one hundred and thirty-eight new recruits in one day he put questions—a regular Hughes insurance cross-examination it was.

"From the one hundred and thirty-eight the cross-examiner learned what questions to ask, and how to ask them. A blank of thirty-three questions was then prepared. It was filled out by the three thousand recruits, under strict superintendence. The answers were tabulated into statistics. The statistics gave the cost per head of securing recruits by the various kinds of advertising which had been used during the 1907 campaign. The statistics were not as absolute as mail-order statistics, but reliable enough. They pointed the way.

"The various kinds of advertising ranked as follows, in expense:

"Recommendation of friends in the service.

"Free publicity.

"Follow-up letters.

"Postoffice hangers.

"Moving picture lectures.

"Booklet, 'The Making of a Man O'Warsman.'

"Billboards.

"Newspaper want ads.

"Magazines.

"Newspaper display.

"Rural paper display."

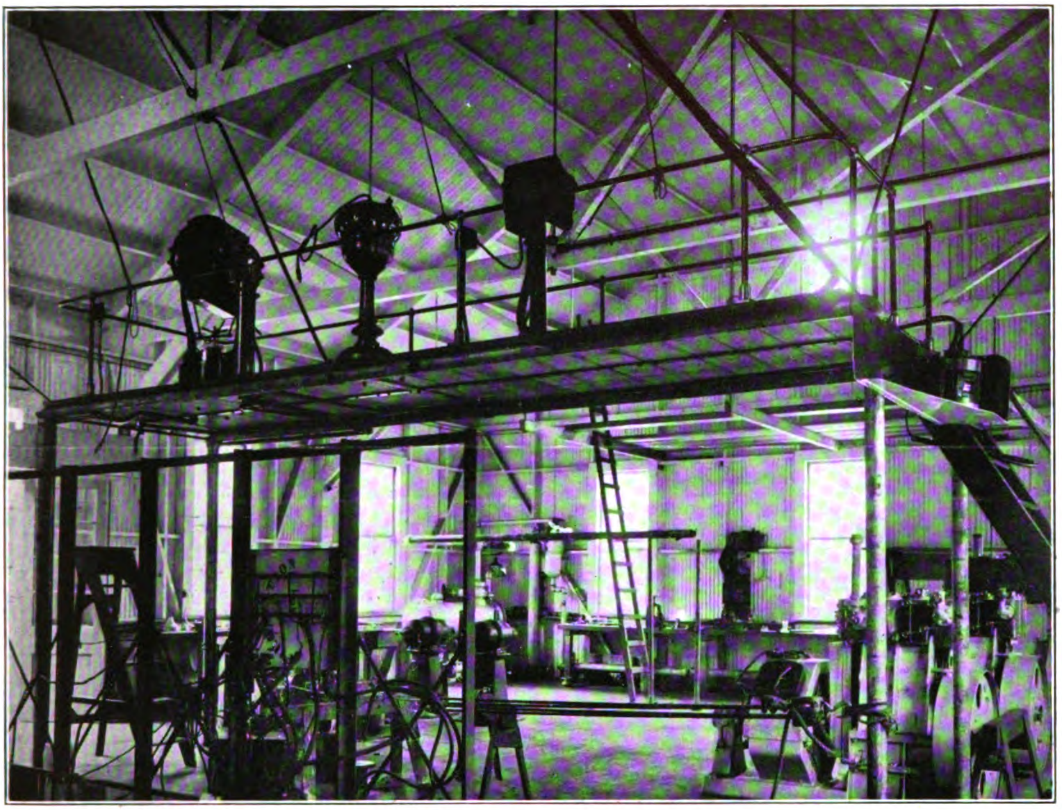
"The statistics show what magazines the new recruit reads; what newspapers he reads; what kind of newspaper ads he reads (want ads or display); what influence hard times had on his enlisting; what the fleet's foreign voyage had to do with his enlisting; and that he reads want ads as much for fun as for a job.

"The statistics even proved a positive guide as to what kind of copy to write, i. e., they showed that the copy should appeal to the boy's desire to see the world, learn a trade, and save money; these being the three main reasons why a boy enlists in the Navy.

"With all these facts and figures, instead of faith and hope as a foundation, it was easy to plan the navy advertising campaign for 1908. That campaign was started on June 1st, with want ads in one hundred and forty-three of the leading classified newspapers, with magazine half and full pages, with billboards in a limited way, and with the making of a 'Man O'Warsman' booklet. The booklet was sent in answer to a deluge of inquires from the want and magazine ads.

"The enlistments from June, 1908, to and including January, 1909, show a total of thirty per cent increase over the same months of 1907. During the months of 1908 about one-fifth less money was spent than was spent in the same months of 1907—a decrease of something over $10,000.

"The campaign being here described started in June, 1908, and terminated with the month of February, 1909—a total of nine months' advertising. During two of these months the advertising had to be curtailed, as the recruits were coming in faster than the training stations could handle them. On the 1st of March the advertising was completely stopped, as the complement was almost filled. And it must be remembered that during 1908 Congress increased the Navy's quota six thousand men—just twice the usual increase."



Scene in Electrical School, Navy Yard, Mare Island

GLAD TO GET HOME

Home-coming spreads, feasts, banquets and dances were the order of the day when the Pacific Fleet dropped anchor in San Francisco Bay, after its cruise in southern waters. Most every ship began its festivities with a big dinner aboard. The skippers were liberal with liberty and the men voted the stay the most enjoyable they had had for many months.

The West Virginia ship's company gave a banquet at the Naval Auditorium for themselves and their friends. It was a success from every viewpoint. Rear-Admiral Sebree presided. The West Virginia Minstrels entertained the bluejackets of the Japanese squadron.

The dinners aboard ship were sure class and no one regretted that they were forced to decline invitations to the Fairmont or the St. Francis. The menu of the Tennessee was as follows:

Clam Chowder
Celery
Green Onions Ripe Olives
Cold Ham Sardines
Roast Turkey Stuffed with Oysters
Cranberry Sauce
Cream Potatoes Candied Sweet Potatoes
Asparagus Tips—Butter Sauce
Tomato and Lettuce Salid—Mayonaise
Neapolitan Ice Cream Layer Cake Mince Pie
Apples Oranges
Mixed Nuts Figs Raisins
Cheese Crackers
Coffee Milk Ice Tea
Cigars

* * * *

LARGEST SUBMARINE

Three submarines of the newest type and modern in every particular have just been launched at Quincy, Mass., and will have their speed trials during the next month. All the new vessels are built for speed. Naval experts are deeply interested in them, and it is believed that submarine speed records will be shattered when the trials are made. The largest of the trio is the Narwhal, which, in fact, is the largest submarine vessel ever launched. She is 135 feet in length and resembles a giant swordfish, so graceful are her lines. She will carry a larger crew than any of the other submarines.

CRUISE OF CHEYENNE

The second cruise of the oil burning monitor Cheyenne has been pronounced a success. The official report has not yet been made public but unofficial advices claim that the monitor made better speed than possible with coal as fuel and that her steaming radius was increased from 1,500 miles to 2,300 miles. The Cheyenne is now at the Navy Yard, Mare Island, California, and it is not known whether she will make further cruises to test her oil burning boilers.

* * * *

"Six Hundred Tars Ashore With $40,000 to Spend" is the heading a San Francisco paper placed over a notice that 600 men of the Pacific Fleet would visit that city that day. The notice certainly did its work, for during the stay of the fleet in San Francisco every shopkeeper and merchant welcomed the bluejacket with open arms—providing the said bluejacket immediately demonstrated that he had a generous share of the $40,000 reputed to have been promiscuously scattered among the enlisted men.

* * * *

Now that the battleship Mississippi has steamed up the Mississippi River to New Orleans, La., and is under orders to proceed farther and be presented with a silver service at Natchez, Miss., the citizens of New Orleans and Mississippi should feel better. For some weeks a great howl has gone up from this section because the department figured it would be safer for the battleship to be presented with her silver service on a gulf port. The department was right. A battleship is too costly a thing to be sent crusing up a river as treacherous as the Mississippi.

* * * *

COAL FOR WEST COAST

An effort will be made by the coal dealers of Washington to secure the future contracts for coal for the western Naval vessels instead of allowing New York firms to secure the big jobs. The Department now has 45,c00 tons of coal purchased for $3.29 a ton on the way from New York to Bremington and Mare Island.

The Bremerton and Seattle dealers claim that they can and will furnish the Navy coal for cheaper rates hereafter. The western coal is mined in Washington.

* * * *

FIGUREHEADS DOOMED

The brass figureheads on American men-of-war are to be removed. This decision has been reached at the Navy Department, after long consideration. Chief Constructor Capps some time ago made the recommendation to Secretary Meyer, and the Secretary has made the order accordingly. The pretty figureheads are usually made of brass and they shine brightly in the sun. This destroys the efficiency of a ship in time of peace maneuvers as a vessel can be much more easily seen. In time of war the ornaments are painted.

* * * *

NEW DESTROYERS

Already the Navy Department has well under way the plans for the increase in ships provided for by the last appropriation bill. Proposals inviting bids for the construction of five torpedo destroyers have been issued, and the bids are to be opened on May 29th.

The remaining features of increase in vessels provided for by the bill include one collier, two battleships and four submarines, while the Government may, in its discretion, purchase a destroyer with its vitals below the water line.

* * * *

The annual summer practice cruise of the midshipmen at the Naval Academy will begin Monday, June 27th, and end Saturday, August 28th, according to plans drawn up by Captain Charles J. Badger, Superintendent of the Academy, and tentatively approved by the Naval authorities at Washington.

All three classes, including the second class, will probably participate in the cruise, which will cover a course similar to that of last summer, extending along the Bay and sea coast from Annapolis to Frenchman's Bay, on the upper Maine coast. New London, Conn., again will be used as the base for the cruising, which will begin each Monday morning from that point and end there each Saturday night. Sundays, accordingly, will be spent in the port of New London.

* * * *

The submarines Grampus and Pike, of the Pacific submarine fleet, will proceed from Mare Island to Sausalito in San Francisco harbor during the fore part of the month for a series of diving experiments. The tug Fortune, which attended the Pacific fleet at Magdalena Bay during target practice, will act as tender.

* * * *

"Japan owes the United States so much in every way that it would be like biting the hand which fed us to talk about going to war," said Vice-Admiral Baron S. Uriu, of the Imperial Japanese Navy, in San Francisco, when asked for his opinion.

MOVEMENTS OF VESSELS

The Rowan has been ordered placed in reserve at the Navy Yard, Mare Island, Cal.

The Vicksburg was placed in commission at the Navy Yard, Mare Island, Cal., on May 17th.

On May 31st the Special Service Squadron will be disbanded as such. The vessels now composing the squadron (Maine, Idaho, Mississippi and New Hampshire) will be assigned on the 1st proximo to the Atlantic fleet.

The New York was placed in commission at the Navy Yard, Boston, Mass., on May 15th.

The Hist, now surveying in Cuban waters, will proceed to Charleston, S. C., early in June to dock and to grant liberty.

The Olympia, Chicago and Tonopah were placed in full commission at the Naval Academy, Annapolis, Md., on May 14th.

The Biddle, Shubrick, Stockton, Dupont and Porter were placed in full commission at the Navy Yard, Charleston, S. C., on May 14th.

The Worden was placed in commission at the Navy Yard, Charleston, S. C., on May 12th.

The Mindoro was placed in commission May 10th at the Naval Station, Cavite, P. I.

The Maine, New Hampshire and Culgoa, now at Guantanamo Bay, Cuba, have been ordered north as follows: Maine and New Hampshire to Portsmouth, N. H., and the Culgoa to New York.

The Blakely was placed in commission at the Navy Yard, New York, on May 6th.

The Eagle, now surveying in Haitian waters, will leave the West Indies early in June for Portsmouth, N. H., touching at Annapolis, Md., en route.

The following flotilla, to be known as the Atlantic Torpedo Flotilla, has been ordered organized, with Lieut. Comdr. F. N. Freeman, as commander:

First Division: Lieut. Comdr. F. N. Freeman—Worden, Blakely, De Long, Shubrick. Second Division: Lieut. W. G. Mitchell—Macdonough, Wilkes, Tingey, Thornton. Third Division: Lieut. J. O. Richardson—Stockton, Porter, Dupont, Biddle.

The Patuxent was placed in commission at the Navy Yard, Norfolk, Va., on May 4th.

The Nashville was turned over to representatives of the State of Illinois on April 29th, at the Boston yard, for use of the Naval Militia of that State.

The Ranger was turned over to the State of Massachusetts on April 26th at the Navy Yard, Boston, Mass., replacing the Enterprise as State Nautical Schoolship.

The Albany has been detached from duty as parentship to the Pacific Torpedo fleet and her place taken by the Yorktown.

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED MAY 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At
*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Corinto.
*Adder, submarine; Norfolk.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Zamboango.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Hampton Roads.
*Biddle, torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; Monrovia.
**Buffalo, auxiliary, 6,000 tons; Mare Island.
*Blakeley, torpedo boat, 175 tons; New York.
**Colorado, armored cruiser, 13,680 tons; San Francisco.
**California, armored cruiser, 13,680 tons; Tacoma.
*Connecticut, battleship, 16,000 tons; Navy Yard, N. Y.
**Charleston, cruiser, 1st class, 9,700 Yokohama.
**Chicago, cruiser, 2d class, 4,500 tons; Annapolis.
**Cleveland, cruiser, 3d class, 3,200 tons; Yokohama.
**Chattanooga, cruiser, 3d class, 3,200 tons; Yokohama.
**Chauncey, torpedo boat destroyer, 420 tons; Nagasaki.
**Concord, gunboat, 1,710 tons; Guam.
*Culgoa, supply ship, 5,725 tons; Navy Yard, N. Y.
*Constellation, sailing ship; Newport.
*Cumberland, sailing ship; Newport.
*Cuttlefish, submarine; Norfolk.
*Chester, scout cruiser, 3,750 tons; Monrovia.
**Callao, gunboat, 243 tons; Shanghai.
*Castine, gunboat, 1,117 tons; Norfolk.
**Cheyenne, monitor, 3,225 tons; Mare Island.
*Cushing, torpedo boat, 105 tons; Charleston.
*Celtic, supply ship; Navy Yard, N. Y.
**Davis, torpedo boat, 154 tons; Mare Island.
**Denver, cruiser, 3d class, 3,200 tons; Yokohama.
*Des Moines, cruiser, 3d class, 3,200 tons; Guantanamo.
**Dale, torpedo boat destroyer, 420 tons; Nagasaki.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Charleston, S. C.
*Dubuque, gunboat, 1,085 tons; New Orleans.
*Dolphin, gunboat, 1,486 tons; Hampton Roads.
*Dupont, torpedo boat, 165 tons; Charleston.
*Dixie, transport; Philadelphia.
*Ericsson, torpedo boat, 120 tons; Charleston.
**El Cano, gunboat, 620 tons; Cavite.
*Eagle, converted yacht; Surveying Grounds.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
*Georgia, battleship, 14,949 tons; Philadelphia.
**Galveston, cruiser, 3d class, 3,200 tons; Yokohama.
**Goldsborough, torpedo boat, 255 tons; Mare Island.
*Gwin, torpedo boat, 46 tons; Newport.
**Grampus, submarine; Mare Island.
*Glacier, supply ship, 7,000 tons; San Francisco.
*Gloucester, yacht; Boston.
**Hopkins, torpedo boat destroyer, 408 tons; San Diego.
**Hull, torpedo boat destroyer, 408 tons; Mare Island.
*Holland, submarine; Norfolk.
*Hannibal, collier; Guantanamo.
*Hist, converted yacht; Manzanillo.
*Hancock, receiving ship; New York.
*Huntress, converted yacht; Pensacola.
**Helena, gunboat, 1,392 tons; Hongkong.
*Hartford, wooden cruiser, 2,790 tons; Annapolis. Roads.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Idaho, battleship, 13,000 tons; Philadelphia.
*Illinois, battleship, 11,552 tons; Philadelphia.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco, Cal.
Independence, receiving ship; Mare Island, Cal.
*Kansas, battleship, 16,000 tons.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Philadelphia.
*Louisiana, battleship, 16,000 tons; Norfolk.

**Lawrence, torpedo boat destroyer, 400 tons; Mare Island.
Lancaster, receiving ship; Navy Yard, League Island.
*Maine, battleship, 12,500 tons; Portsmouth, N. H.
*Missouri, battleship, 12,500 tons; Boston.
*Minnesota, battleship, 16,000 tons Hampton Roads.
**Maryland, armored cruiser, 13,680 tons; Seattle.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
*Macdonough, torpedo boat destroyer, 400 tons; Charleston, S. C.
**Monadnock, monitor, 3,990 tons; Subig Bay.
**Monterey, monitor, 4,084 tons; Cavite.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
*Moccasin, submarine; Norfolk.
**Manila, gunboat, 1,750 tons; Mare Island.
*Montgomery, cruiser, 3d class, 2,072 tons; Pensacola.
*Mayflower, converted yacht; Habana.
*Marietta, gunboat, 990 tons; Porto Cortez.
**Mohican, wooden cruiser; Subig Bay.
*Mississippi, battleship, 13,000 tons; Baton Rouge.
*Morris, torpedo boat, 105 tons; Newport.
*Manly, torpedo boat, 30 tons; Norfolk.
*Montana, armored cruiser, 14,500 tons; Alexandretta.
*New Jersey, battleship, 44,948 tons; Boston.
Nipsic, prison ship; Navy Yard, Puget Sound.
*Nebraska, battleship, 14,949 tons; Navy Yard, N. Y.
*New Hampshire, battleship, 16,000 tons; Portsmouth, N. H.
*Newark, sailing ship; Guantanamo.
*North Carolina, armored cruiser, 14,500 tons; Mersine, Asia Minor.
*New York, cruiser, 8,150 tons; Boston.
*Ozark, monitor, 3,225 tons; Annapolis.
*Ohio, battleship, 12,500 tons; Navy Yard, N. Y.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Octopus, submarine; Norfolk.
**Pennsylvania, armored cruiser, 13,680 tons; Seattle.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
*Porter, torpedo boat, 165 tons; Charleston.
**Pike, submarine; Mare Island.
*Plunger, submarine; Newport.
*Porpoise, submarine; Cavite.
*Paducah, gunboat, 1,085 tons; Guantanamo.
**Pampanga, gunboat, 243 tons; Cavite.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Prairie, auxiliary, 6,620 tons; Hampton Roads.
*Panther, auxiliary, 3,380 tons; Philadelphia.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Mare Island.
*Paul Jones, torpedo boat destroyer, 482 tons; Mare Island.
*Rhode Island, battleship, 14,498 tons; Navy Yard, N. Y.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rainbow, auxiliary, 4,360 tons; Nagasaki.
Richmond, receiving ship; Norfolk.
*Relief, hospital ship, 3,300 tons; Olongapo.
**Rowan, torpedo boat, 210 tons; Mare Island.
**South Dakota, armored cruiser, 13,680 tons; La Union.
*Salem, scout cruiser, 3,750 tons; Guantenamo.
**St. Louis, cruiser, 1st class, 9,700 tons; Bremerton.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
*Sylph, converted yacht, 152 tons; Oyster Bay.
*Shubrick, torpedo boat, 200 tons; Norfolk.
*Somers, torpedo boat, 150 tons; Norfolk.
*Stringham, torpedo boat, 340 tons; Charleston.
*Shark, submarine; Cavite.
**Supply, supply ship, 4,460 tons; Bremerton.
*Scorpion, converted yacht; Naples.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Severn, sailing ship, 1,175 tons; Annapolis.
**Tennessee, armored cruiser, 14,500 tons; Tacoma.
*Tacoma, cruiser, 3d class, 3,200 tons; Key West.
**Truxton, torpedo boat destroyer, 433 tons; Mare Island.
*Thornton, torpedo boat, 200 tons; Charleston, S. C.
*Tonopah, monitor, 3,225 tons; Annapolis.
*Tingley, torpedo boat, 165 tons; Charleston, S. C.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Norfolk.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Vermont, battleship, 16,000 tons; Boston.
**Villalobos; cruise up Yangtze River.
**Virginia, battleship, 14,948 tons; Hampton Roads.
*Viper, submarine; Norfolk.
*Vixen, yacht, 806 tons; Camden, N. J.
**Vicksburg, gunboat, 1014 tons; Mare Island.
**Washington, armored cruiser, 14,500 tons; Tacoma.
**West Virginia, armored cruiser, 13,680 tons; Seattle.
*Winslow, torpedo boat, 142 tons; Charleston.
**Whipple, torpedo boat destroyer, 433 tons; Mare Island.
*Worden, torpedo boat destroyer, 433 tons; Charleston, S. C.
*Wilkes, torpedo boat, 165 tons; Charleston, S. C.
**Wilmington, gunboat, 1,392 tons; Shanghai.
*Wisconsin, battleship, 11,552 tons; Portsmouth, N. H.
Wolverine, gunboat, 695 tons; Detroit.
*Wasp, converted yacht; New York.
Wabash, receiving ship; Boston.
**Yorktown, gunboat, 1,710 tons; San Diego.
*Yankton, converted yacht; Navy Yard, N. Y.
Yankee, auxiliary, 6,225 tons; Newport.

IMPORTANT

Every quartermaster must appreciate the importance of having the ship's bread properly made. Poor bread is no incentive to the maintenance of good health. **Good bread is—**

To make good bread good yeast is necessary. No other yeast is as good as compressed yeast. We make good compressed yeast and put it up in hermetically sealed boxes of five pounds each for the U. S. Navy. In this shape compressed yeast may be placed in your cold storage and used as needed for many months.

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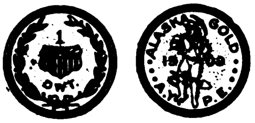

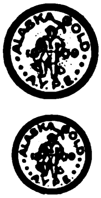

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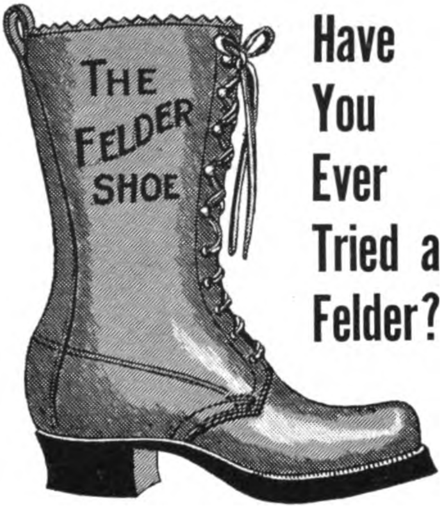

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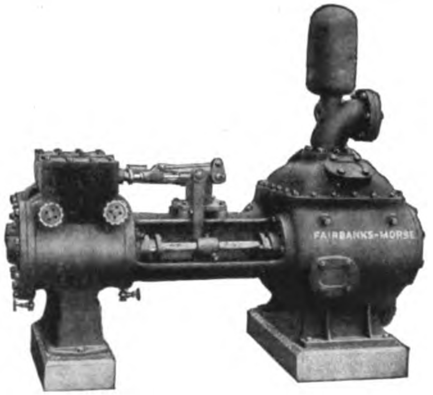

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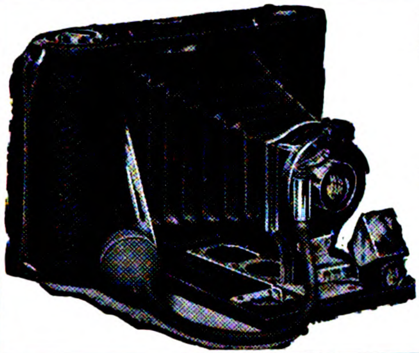

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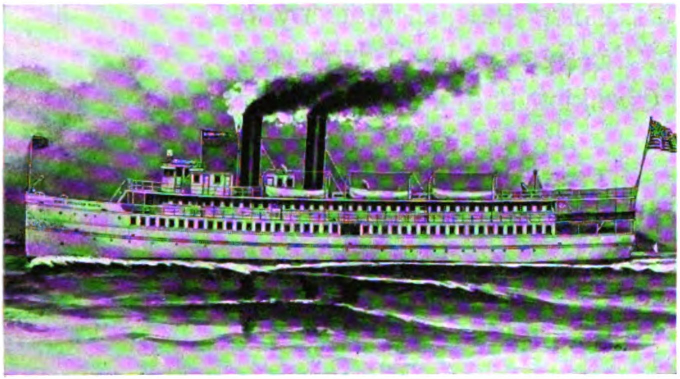

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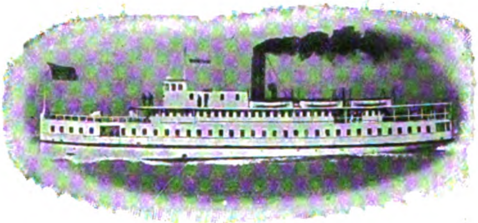

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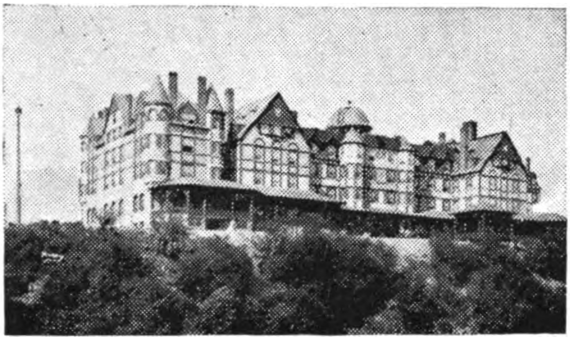

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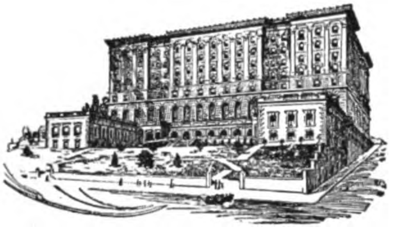

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11:20 A. M. Launch Castro
§1:00 P. M. do
2:00 P. M. Tug Vigilant
*3:00 P. M. do
4:40 P. M. do
5:30 P. M. Launch Castro
7:30 P. M. do
§11:30 P. M. do

LEAVES STATION
Sundays.

7:30 A. M. Tug Vigilant
10:15 A. M. do
11:20 A. M. do
12:30 P. M. do
3:30 P. M. Steam Launch
5:30 P. M. Launch Castro
7:30 P. M. do
11:30 P. M. Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M. Tug Vigilant
8:15 A. M. Steam Launch
9:30 A. M. Tug Vigilant
11:40 A. M. Launch Castro
§1:30 P. M. do
*2:30 P. M. Tug Vigilant
**3:00 P. M. do
*3:30 P. M. do
5:00 P. M. do
6:00 P. M. Launch Castro
8:00 P. M. do
§12:00 Mid. do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M. Tug Vigilant
10:45 A. M. do
11:40 A. M. do
1:00 P. M. do
4:00 P. M. Steam Launch
6:00 P. M. Launch Castro
8:00 P. M. do
12:00 Mid. Tug Vigilant

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(for Station)
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8:35 A. M. Daily
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Steam Launch

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§ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
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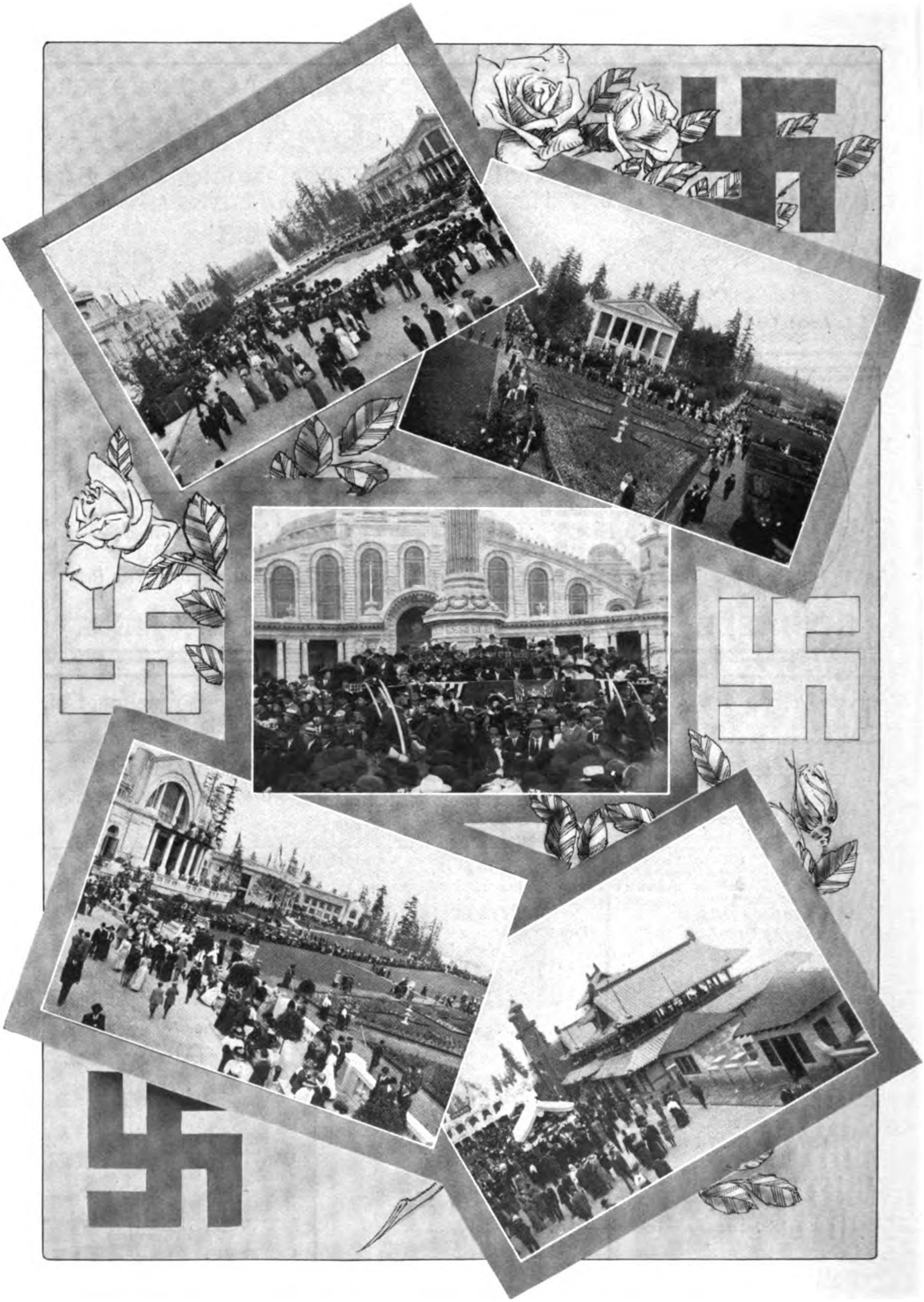


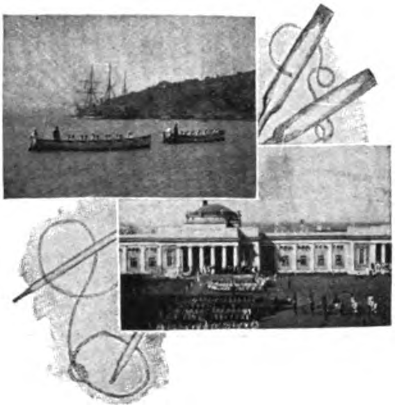
Views at the Seattle Exposition on the Opening Day
Top—The Cascades and Geyser Basin **Music Pavilion**
Center—Official Review Stand Showing Commanding Officers and Commander-in-Chief of Pacific Fleet
Bottom—Lake Edge of Floral Gardens **On the Pay Streak**

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III JULY, 1909 No. 3.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.



PUBLISHED AND EDITED
BY
ENLISTED MEN
U. S. NAVY
AND
DEVOTED TO THE
ENTIRE SERVICE

THE TALE OF THE PHANTOM WHALE

BENNETT

The bo'sun's mate, was quite elate,
As he swigged his tot 'o rum,
I winked my peep, to the fat bar-keep
For a couple o' more to come.

He took his drink, with a knowing wink
Of his starboard eye at me,
And crossing his leg, on his wooden peg,
The sailorman says, says he:

"I'll spin ye the tale of a phantom whale,
That'll shatter your main truck light,
And lift your brows, like a lugger's bows
In the hold of a nasty night.

O stuff me pink! Now what d'ye think?
Way down in Biliboloo,
I spun this tale of the phantom whale
To old King Rugamaroo.

And scuttle me gaff! I'm bound to laugh"
And the sailorman laughed—he did.
He laughed and sniggered, and I'll be jiggered!
Said: "Matey, give us a quid."

He took my plug, and bit off a chug
As big as a mutton sail;
Lifted his cup, swiggled a sup,
And remarked: "This phantom whale,

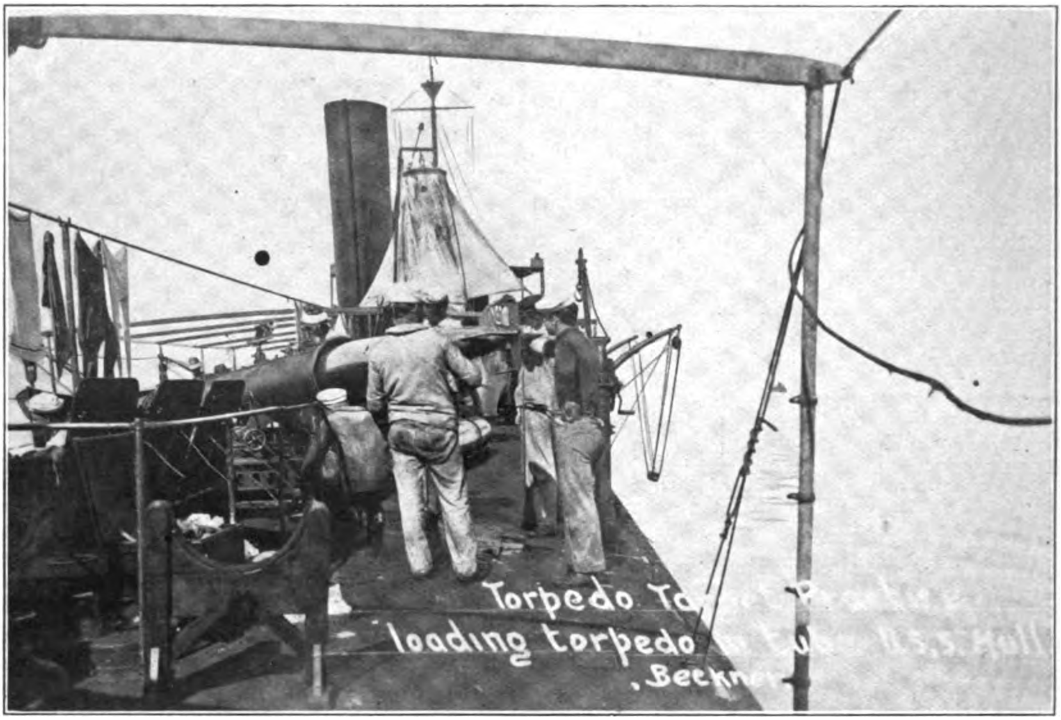
This phantom whale is a deep sea tale,
And blow me blow, 'tis true."
The sailorman slapped the table and rapped,
And zounds! He began to chew.

He chewed, and chewed, and the quid he slewed,
From the port to the starboard tack,
He piped "Belay! an' I'll get under way,
On the phantom's fish's track."

"O gannicans shiver, a star fish's liver,"
The sailorman says, says he,
"This rollicking tale, of the phantom whale,
Is the best that's spun at sea."

O shiver me plank! The sailorman drank,
And he blinked his eye at me;
"I'll tell you the tale, of the phantom whale,
To-morrow, mate," says he.

GIFT



THE DUNGAREE NAVY

By Alfred E. Bennett

In the vernacular of the torpedo men there are three navies. The "Big Navy," which means the big white ships; the "Beef and Coal Navy," consisting of the supply ships and coal colliers, and last and least in size, but not by any means in importance, comes the "Dungaree Navy."

White ship sailors know very little of the black boats, and the dungaree men never trouble themselves about the big ships or their men.

There is as much difference between the people of the navies, as there is in the color of their clothes, which amounts to the old proverbial difference between daylight and dark.

The man who fails to make good on torpedo craft—and there are many—is transferred back to the "Big Navy" with "Unfit for torpedo service" written opposite his name. He never comes back; while the sailor who once adapts himself to a sea life in a sardine can ships over; he can't break away.

If you go to a navy yard to visit the black boats, you will notice first a forest of smokestacks where the flotilla is tied up to the seawall. Sixteen rakish funnels rise out of a space hardly big enough for a mud scow. A closer view will reveal a tangle, or rather a jungle of guns, lifelines, torpedo tubes, ventilators, mascots and hatches.

If you would catch sight of a torpedo boat under way be sure to take your glasses along, for you'll miss it with the naked eye.

Going aboard the black boats in port one is struck with the absence of—of—well, everything which one sees on a white ship. You might stay about for a week and you would never hear a bugle blowing quarters or see the men doing a "monkey drill," setting up exercises or standing stiffly at attention.

You might search the little dirty bunch of trouble from her wireless mast truck to her bilges but never a gymnasium, piano, chapel, hospital or library would you find. You would find the fo'c'sle close and crowded with a couple of spare torpedoes swung in the passageway; the decks as hot as fresh flapjacks; a gun, a tube or something always squarely in front of you when you tried to get about.

You would find the crew growling — but happy.

A black boat is just small enough to make a home for the crew.

"What a home I've got
In a little tin pot."

Sings the torpedo man, and he wouldn't change places with anybody.

Of course, they are miserable craft at sea, rolling about like logs, but then they make up for all that in port.

Hauling up alongside the wharf a free gangway is laid, and liberty for all hands every day.

The percentage of offenses and punishments on the white ships is much higher than on the torpedo boats. They "let him alone" in the "Dungaree Navy," and in consequence he behaves himself.

And then it is one thing to go to target practice with a big battleship where there are a hundred men or more who have nothing to do at the guns, and quite another thing to go on a destroyer, where every man is on the battery.

On the big ship there is rivalry between the gun crews, and the different turrets and divisions may be practically strangers, but the crew of the little black boats work as one man.

The very ship itself seems to enter into the spirit of the thing as she springs gaily through the water, kicking up a foaming wake like a porpoise. There is no "passing the buck to the next" on a torpedo boat. Every man does his part. When the ship goes on the range it is the "old man" himself who takes the bridge, and the executive officer may work frantically with his own hands to release a jam.

A torpedo boat destroyer in action is one of the most excellent representations of concentrated hell that has ever been designed. When she comes and goes she leaves an unmistakable whirr of Satan's wings in the air; and like the devil himself, she is never on the defensive but always and forever seeking something to destroy. She is made to sneak swiftly and silently out of the shadows of no where and, like a mad tigress, to kill completely and instantly, whether it be to melt a torpedo boat with a swarm of bursting shells or to lodge a couple of torpedoes in the flanks of a big man-o'-war.

She recks not of her own safety. Her only friends are her great speed and narrow beam, for coming head on she is a hard mark to find.

There is no provision made for her escape; she is designed to approach near enough to strike, and after that—here the torpedo man shrugs his shoulders.

In order to keep them in fighting trim the destroyers, like the big ships, have target practice twice a year—a preliminary or battle practice in the winter and a record shoot in the spring.

During the last record practice on the Pacific Coast it was the writer's good fortune to be attached to the destroyer Perry, Captain E. B. Larimer, which flew the battle trophy flag, and also carried the President's trophy for excelling in the last record shoot.

For three weeks the bare hills about Magdalena Bay echoed and re-echoed the thunder from the guns of the big ships.

The torpedo craft scampered here and there like busy cockroaches, laying ranges, firing torpedoes, setting up targets and overhauling their batteries. They kept the bay ablaze with signals after dark, and shot red and green rockets by the score.

One by one they went on the range and made their record scores, some making an unusually high score and some falling behind the last year's mark.

The practice with the torpedoes is not very exciting, as it lacks the rattle and noise of the battery. They are fired in the daytime at an 80-foot net at a distance of 1,000 yards. The ship runs down the range, making from 15 to 20 knots, and fires a torpedo. It is practically without noise, and only from the puff of yellowish smoke and the splash of spray could it be known when the missile is sent on its way.

The torpedo travels the distance in about 70 seconds and is arranged so that it floats on the surface after the run. So the ship steams around and picks it up.

The night that we went on the range another ship had just ceased firing, and great balls of yellowish white smoke from her guns drifted across the searchlight beams like balloons.

A big cruiser, some five miles away, flirted with the black clouds and cut antics with her searchlights like a big angry crab does with his six legs when you lay him on his back and tickle his belly with a stick.

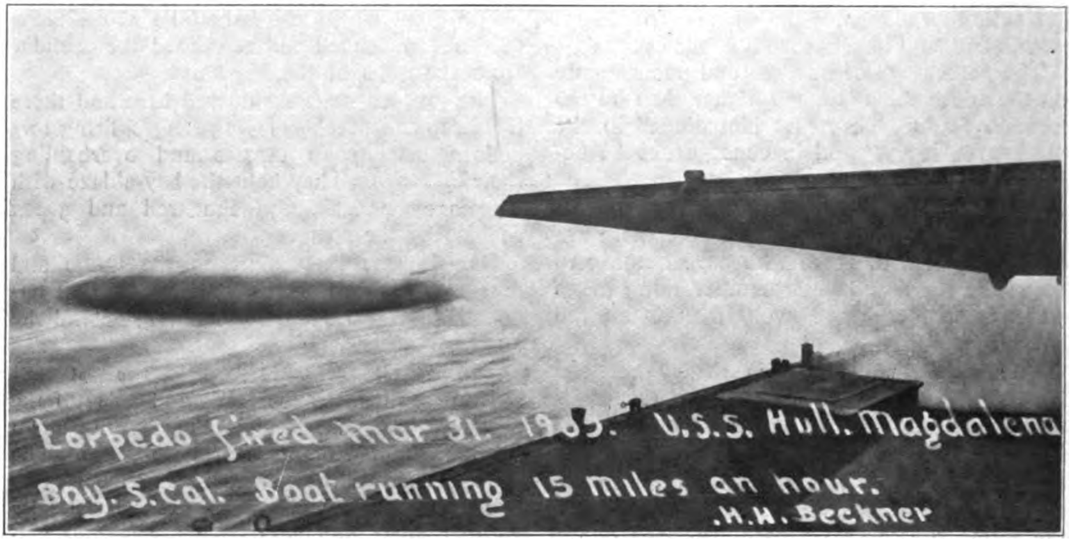
After setting our targets and making everything ready we steamed down for the trial shot. This trial shot is allowed to prove that the calculations of the battery commander are correct.

Slowly we swung around the turning light then hit up an 18-knot clip down the range.

"Stand by!" called the gunner, sharply, as we neared the first buoy. Then came a warning blast from the whistle—a sharp click, click, as the long cartridge was driven home, mingled with a cry of "Sixteen hundred, thirteen left," then one short instant for the pointer to bring his cross wires to bear—and a long red and blue tongue leaped out from a three-inch gun, spitting a blazing ball into the night.

Away it flew, rising in a graceful curve and then settled like an angry wasp on the target.

Take a half dollar and a lead pencil. Place the coin on a paper and draw a perfect circle around it. Next make a dot as nearly in the center of the circle as possible. This will give


Torpedo fired Mar 31. 1905. U.S.S. Hull. Magdalena
Bay. S.Cal. Boat running 15 miles an hour.
.H.H. Beckner

you a clear idea of the spot our trial shot found in the bullseye.

Then the record shooting began, when every fraction of a second counts; when the men work like mad and trust to the man with his eye glued to the telescopic sight to turn their work into account.

Here is where the gun paid off an old score to his ancient enemy, the target.

It is great to watch this war between steel and canvas.

A mile away across the black water the targets stood glaring defiantly with their illuminated bullseyes at the guns.

A gun hates a target. One can tell by the malignant chuckle of the breech-block, the spiteful bark as he sends his faithful henchman the shell, screaming with triumph to rend his silent, taunting enemy.

This war to the death between the gun and his mark is told in the wail of chagrin from the shell if he flies high, or his sharp spluttering oath of baffled hate if he strikes short. Thus the gun with his allies—expert gunners, ingenious instruments for range finding, precision and system—makes war on the target, who is assisted by such faithful friends as miscalculation, wind and wave.

The wicked gun, goaded to fury by the contemptuous glare of the bullseyes, and maddened perhaps by the pain in his own telescopic peepers caused by the crossed wires, pour shot after shot at his enemy.

After each run the ship dashes up to the target and the umpire, accompanied by other officers and men, go in a small boat to inspect the canvas. They take a megaphone along and call out the number of hits to the eager gunners.

At times the target is shot away completely, and I have seen a lighted lantern smashed by a shell while hanging exactly in the center of the bullseye.

A run is made for each gun in the battery, and when all have finished an average is struck of the number of hits per gun per minute. This score determines the standing of the ship.

We made an average of about nine hits per gun per minute, and having a broadside of two 3-inch and three 6-pounders one can not very easily imagine the appearance of a torpedo boat after a few minutes' engagement with us—throwing twenty-seven 6-pound and eighteen 15-pound shells into her every minute.

Truly, there is a world of meaning in the word "destroyer."

The gunners also have the disadvantage of the vibration, for running at full speed the guns rattle and shake like reeds, while the ship rolls upon the least change in her course.

Statistics of the Russian-Japanese war show that the Japanese torpedo fleet was a failure, but if an opportunity ever affords there will be a different story to tell of our "torpedo ships and men."

* * * *

The Navy Department is about to award contracts for the construction of coal sheds and coal handling machinery at the naval coal depot at California City, Cal., in San Francisco Bay. The work will cost about $225,000. The awarding of these contracts has been delayed considerably, but it is now the intention to push the work to completion. The installation of the machinery will facilitate the coaling of naval vessels greatly.

NEW SHIPS ARE POWERFUL

Descriptions of two new battleships, each to cost $10,000,000, have been given out by the Navy Department. Each ship will carry twelve 12-inch guns and twenty 5-inch guns. The speed demanded by the department is twenty-one knots an hour, and each of the big fighting machines which were authorized recently by Congress will be of 26,000 tonnage. That is about 4,000 tons more than the Utah and the Florida, which are now being built in the Brooklyn Navy Yard. In addition, they will have many advantages over the Utah and Florida, in that they will be longer, have greater freeboard, carry larger guns and be faster. Their offensive strength will be much greater. One of the new fighters will be named the Arkansas and the other the Wyoming.

The Florida and the Utah will be sister ships, as also will be the Arkansas and the Wyoming. An idea of the difference in offensive strength between the craft of the two types may be gathered from the fact that the Florida type carries only ten 12-inch guns and sixteen 5-inch guns, as against the twelve big guns and twenty smaller ones by the two ships of the Arkansas type. The Florida will have only five turrets, two forward and three aft. The Arkansas will have six, all in the center line of the hull. Naval construction sharps say that will give to the Arkansas and the Wyoming the largest possible arc of fire.

There also will be an improvement in the armor of the Arkansas and the Wyoming. The heaviest armor plates used in the construction of the Florida will be of eleven inches. The armor of the Arkansas and the Wyoming will be twelve inches thick, and the area of that thickness will be much larger than the eleven-inch area on the Florida and the Utah. The Navy Department finally has adopted the turbine engine, and both these new fighters will be equipped with them, thus giving to the Arkansas and the Wyoming half a knot greater speed than the Florida and the Utah. The steaming radius of the Arkansas and Wyoming will be 7,000 miles. In other words, the bunker capacity is so great that, once filled, one of the warships may steam to Europe and back without coaling.

* * * *

THE PACIFIC FLEET

Although no schedule has been issued by the Department for the next cruise of the Pacific Fleet, it is generally known that the "big eight" will leave some time during the fall for the Orient and spend eight months cruising in Eastern waters. The cruise is intended to place the West Coast Fleet in as good condition as the Atlantic Fleet in regards to cruising ability.

At present the cruisers of the fleet are at their navy yards undergoing repairs, which will be finished about the middle of September. It was intended to have the cruise start at that time, but it is probable that influence brought by the commercial bodies of San Francisco will succeed in retaining the fleet in home waters until after the Portola Festival, which will be held in San Francisco, October 19th to October 23d. The citizens of San Francisco hope to make a naval pageant the principal part of their Portola Festival, and following this idea a representative equipped with powers from the Secretary of State has departed for Europe, where an attempt will be made to have warships from all European and South American countries present during the festival. It is reported that Great Britain will be represented by a squadron of cruisers from the China Sea Fleet.

When the fleet does leave San Francisco it will proceed to Honolulu, according to report, and after giving liberty to all hands sail for Manila and immediately hold fall target practice. It may be that the fleet will hold target practice at Magdalena Bay before beginning the cruise. From Manila the ships will go South and visit Melbourne and Sydney in Australia. A month will be spent in these waters when the trip back to the Philippines will start. After visiting Manila a second time the cruisers will proceed North and stop at ports in China and Japan. From these ports the target range off Manila will be the objective point. The ships will hold spring target practice there and then commence a leisurely cruise homeward bound. It is intended to keep the ships absent from their home stations about eight months.

* * * *

THEFTS CAUSE ASTONISHMENT

Rumors have reached here of sensational charges made against several enlisted men and at least one warrant officer on the Denver and the Galveston, of the third squadron of the Pacific fleet. It is claimed that valuable brass fittings and other accessories have been stripped from the ship and sold ashore to native junk dealers.

No court-martials have been ordered as yet, and it is hoped that the charges are not true. It is a blot on the integrity of the American bluejacket, and if true no punishment will be too severe for the offenders.

CALIFORNIA NAVAL MILITIA

The Navy Department has refused the request of the California Naval Militia that that organization be given one of the smaller cruisers for its annual summer cruise. The cruise will be made in the Alert and will last from July 3rd to July 17th.

The California militia should be heartily commended by the department for asking for the use of a more modern man-of-war. It shows a willingness to learn the complications of modern naval affairs and a desire to make the State Naval Brigade a real asset to the Government in war time. .

But the refusal of the department to allow the militia to have the use of a small cruiser for this cruise is not disapproval of the attitude of the militia. The militia should be trained with the best equipment available. At present there is no modern cruiser available for that purpose.

A plan that might be worked, and one that would be of inestimable benefit to the naval militia, would be to allow the members of that organization two or three weeks aboard the big cruisers of the Pacific Fleet. There, by actual contact with the real navy, the men of the militia would learn more than in double that time on a ship manned by militiamen only.

The attitude of the enlisted personnel of the navy is in favor of giving the militia the best. That organization is practically the only resource the navy has for men in time of war and generally, in war time, the United States has found it necessary to increase, considerably, the personnel of the navy.

* * * *

BLUEJACKET RESCUES SHIPMATE

C. S. Smoder, coxswain on the U. S. S. Colorado, risked his life to rescue J. Call, a fireman, in the swift flowing waters of San Francisco bay during the stay of the armored cruisers in the port. As Smoder dived from the steam launch he injured his knee, and the rescue was effected without him being able to use that limb.

In spite of this handicap, however, he swam after the struggling form of Fireman J. Call, who had fallen or jumped from a returning liberty boat and was rapidly being carried away by the tide.

The plucky coxswain overhauled his drowning shipmate and, when two life preservers were thrown to his aid, put both of them around the fireman, who was a man of great bulk. Both men were dragged aboard a launch and taken to the Colorado.

When Smoder saw Call in the water he was running his launch at full speed around the stern of the Colorado. He had just returned from a trip to the beach and was going to the starboard side to report to the officer of the deck. He tried to grab Call from the launch, but the launch had too much headway and he missed. Then, leaving his launch to go where it would, he leaped from the cockpit into the water. It was in making this leap that Smoder injured his knee. The bowman in the launch stopped the engine and took the launch to the boom.

According to his shipmates, Smoder has received official commendation from the Navy Department twice before for saving life, and he himself admits having saved four people from drowning. He modestly forgets the particulars.

Smoder is a broad-chested youngster of 19. He is serving his first enlistment and, before entering the Navy, was a river driver, handling logs in the Michigan woods. His act will be the subject of a special report to the Navy Department, and later on official recognition will probably be made of his bravery.

* * * *

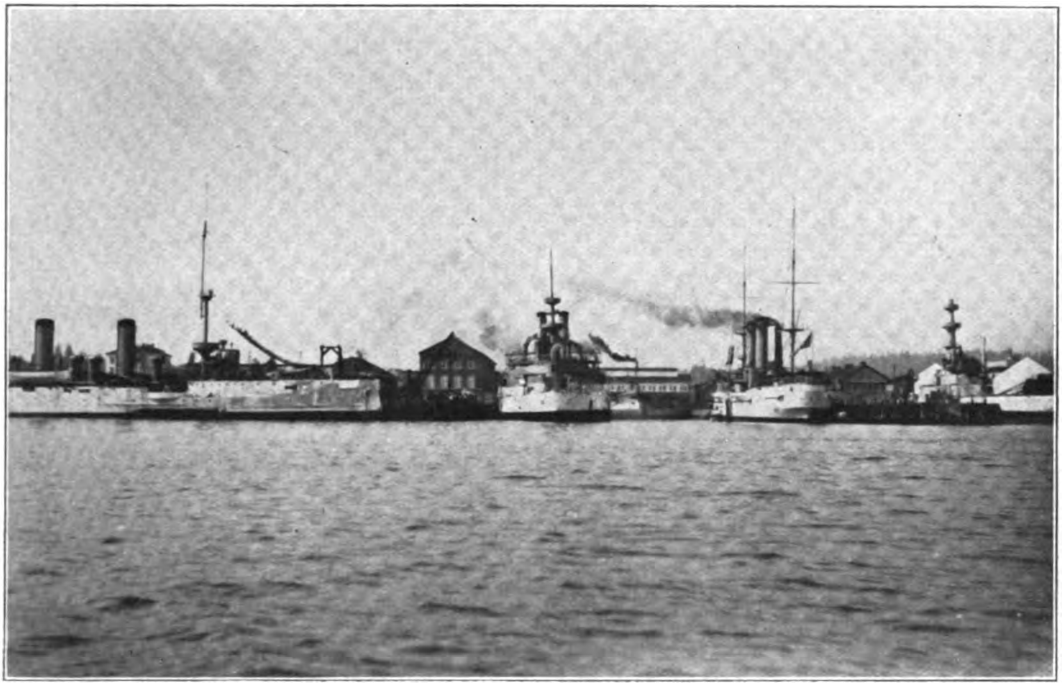
NAVY SURGEON WINS CREDIT

By his experiments in regard to treating cases of tuberculosis Surgeon Barton L. Wright, U. S. N., of the Los Animas hospital, has done much toward the checking of this disease. The Journal says of his work:

"Surgeon Barton L. Wright, U. S. N., treated the first case of tuberculosis at the naval hospital at Las Animas, Colo., with the mercury treatment, the surgeon's own discovery, one year ago. Statistics of the hospital since that time show that of those cases where marked improvement was noted one hundred per cent took the mercury treatment and none took routine treatment solely. Of the fatal cases, thirty-one per cent took the mercurial treatment and sixty-eight per cent took the routine treatment only. From this favorable showing Surgeon Wright has recommended that mercury be adopted as the regular treatment for tuberculosis at Las Animas, making it compulsory at the discretion of the hospital staff. Of the 127 tuberculosis patients at the hospital at present, ninety-two are voluntarily taking the mercurial treatment.

* * * *

The officers of the U. S. S. Albany were the guests of President Zelaya of Nicaragua at a ball on May 20th. The officers were taken to Jinotepe, where the ball was held, on a special train.



Along the Busy Sea Wall, Navy Yard, Puget Sound, Washington

SPORTS AT THE EXPOSITION

The military tournament of the Alaska-Yukon-Pacific Exposition was held on June 3d, 4th and 5th. The army won from the navy but only on account of being better prepared. The navy teams had only a few days' practice for the events while the army has had several months. At that the men from the Pacific Fleet pushed the army throughout the entire meet and won many events.

The principal event was the mile relay race between two teams from the army and two from the navy. First place was won by the Third Infantry team, second by the Coast Artillery, third by the team from the cruiser Tennessee, and fourth by the cruiser California. Time, 3:52.

In the 100 yard dash G. Brann of the Fourth Field Artillery and T. Flynn of the Third Infantry tied for first place. Time, :10 4-5. The men divided the purse and tossed for the medals, Flynn winning the gold medal and Brann the silver.

The navy tug-of-war team from the cruiser West Virginia defeated the army, represented by the team from the Coast Artillery.

The baseball game was won by the Second Division navy team from the Fourteenth Cavalry team, 8 to 4.

WHIPPLE'S MASCOT WINS FAME

"Gyp," the mascot of the torpedo boat Whipple, now at Mare Island, has taken first honors as a fisherman, and people who have seen the dog perform will back him against any human disciple of Walton.

Gyp takes a place on the float at the Navy Yard, and then members of the crew throw bits of bread overboard.

Fish rise to the surface, and Gyp promptly goes overboard, and it is seldom that he fails to come back with a wriggling member of the finny tribe in his mouth.

* * * *

A German professor claims that he has invented what he terms a "flying torpedo." He claims Krupp has offered $2,500 to help complete the experiments. The torpedo is driven by a small electric motor and its speed is claimed at 225 yards per second. The inventor hopes to be able to steer the projectile by wireless.

* * * *

The Vicksburg sailed from San Francisco harbor on June 16th for San Diego and ultimately the eastern coast of the United States. The Vicksburg will proceed via the Straits of Magellan to the East Indies, and thence to some Navy Yard on the Atlantic.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

JULY, 1909

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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EDITORIAL

THE NEW CANTEEN

The old canteen, owned and conducted by the enlisted men, under the supervision of the Paymaster, is now a thing of the past. No more will baseball teams, rowing crews, football teams and other representatives of the ship reap the harvest of the canteen profit. In the future the canteen will be run by the Government, much the same as the clothing department is now. The stores will contain everything. The new canteen will not be subject to requisitions from the men, as in the case of small stores, but sales will be for cash only.

The new system goes into effect on July 1st. The profits are limited to 10 per cent, and they must be turned into the public treasury. The old stock will continue to yield a profit for about two years, and this will continue to be employed for the benefit of the enlisted men. At the end of that period some other means will probably be devised for benefiting the enlisted force. The direct advantage of the new system is that it will be under official control and that the articles sold in the canteen can be obtained at a less cost than hitherto.

Parts of the general order promulgating the new order are given below. These parts are those that the enlisted personnel will be directly interested in. The sections left out were those pertaining to the taking of invoices and the transition.

1. In accordance with the act approved May 13, 1908, the following articles may, on and after July 1, 1909, be purchased under the appropriation "provisions Navy" for sale in the ship's store: Biscuits and sweetmeats, bolts, buckets, buttons, brushes, cutlery, cold cream, chewing gum, candy and nuts, cleaning gear, dentifrices, garters, games, locks, mending necessaries, purses, postage stamps, razor strops, stationery, souvenirs, suspenders, tobacco and smoking supplies, toilet articles, uniform accessories for officers and marines and vaseline.

2. In addition to the foregoing list any articles at present carried under "provisions" as ration (or combined ration) articles or under "clothing and small stores" may be transferred to the ship's store for sale; but, while its stock will be subject to transfer as such on requisition and invoice between pay officers, no item thereof shall be transferred to "clothing and small stores" to become subject to requisition for issue.

6. All sales in the store shall be for cash; the money thus obtained to be taken up on the pay officer's official cash book each day. There shall be included in the selling price of articles purchased for the store a sufficient addition to cost to protect the Government from loss, but no advance shall be made over the fixed prices of clothing and small stores.

7. A balance sheet (on the prescribed form) accompanied by certified inventory of stock and other supporting vouchers shall be forwarded as required to the bureau of supplies and accounts.

8. A separate account shall be kept of the fund derived through closing out the ship's store, a statement showing balance brought forward, amount expended and balance carried forward being transmitted to the bureau of supplies and accounts at the end of each quarter.

* * * *

TRADES IN THE NAVY

Few persons in civil life realize the many advantages offered to a young man in the naval service. Most persons hold the idea that a man may see a foreign country or two, but other than that, they imagine all a man can learn on the sea is a choice selection of strange sounding oaths and a slang language that only another sailor can interpret.

This is far from the fact. A man has more opportunity to better himself in the navy than in any other similar line. Inducements are offered to the men who study and work. Encouragement is given those who aspire to any mechanical trade, so that a man who learns his trade in the naval service is better prepared than his civilian teachers. The number of trades represented in the navy are many and various. There are engineers, plumbers, painters, carpenters and firemen. Boilermakers, blacksmiths, coppersmiths and tinsmiths, though few in numbers, are equally important. Then, in addition to these trades, men may become electricians, wireless operators, stenographers, accountants, or any of the various offices held by men in the merchant marine.

In all the navy is a good home, and very few are sorry they enlisted.

* * * *

ON JUMPING SHIP

Apprentice seamen, in training at training stations, are sometimes too prone to regard their apprentice service in the navy in the light of so much time spent at a boarding school. They commit pranks and do various things which none would be guilty of after being transferred to a seagoing ship.

An instance of this kind was furnished at the San Francisco Station last month, when 15 apprentice seamen left boat drill in the bay and landed in Oakland for a "time." They all returned to the Station that evening and declared they had no intentions of deserting, but nevertheless they had committed a breach of discipline the full significance of which they did not realize until too late.

Breaking liberty and jumping ship, especially in affairs of this kind, are not worth the enjoyment you get. These 15 boys did not stop to realize the consequences of their act. They left on impulse and returned as soon as the first ardor had cooled. It was essentially a school boy trick. None but a school boy would have thought of it. It will leave a blotch on each man's record that will do him no good throughout his entire cruise.

It is true that in a way a boy goes to school when he enters a training station. He is taught the work of a sailor and is given an opportunity to increase his knowledge of many common school subjects. But it must be remembered that the navy is different from a boarding school and that offenses are regarded in a much more disastrous light.

Very few men ever have a legitimate reason for overstaying their leave, and none ever have a legitimate reason for leaving their ship and duty without permission. Bluejackets should realize this and remember that indiscretions follow them for four years.

* * * *

ON MONEY LENDING

The business of lending money is as old as the history of the world. Men early saw the advantage of using money to represent wealth and to loan this money to other men providing the borrower would repay more than was loaned. Throughout centuries this process has been going on. It has been a boon to commercial enterprises, and without what is known as credit the business of the world could not run.

There are certain times and certain places, though, where the practice of lending money for interest, especially exorbitant interest, is harmful. Every man is due a fair income from his wealth, however great or small that may be.

That practice of money lending as it has been adapted to the enlisted personnel of the Navy is harmful. The paying of $6.00 for the use of $5.00 until pay day is exorbitant and should not be done. The practice is carried on with some degree of secrecy, but very little. Every ship and station has its money lenders, and their influence is bad.

The men of the Navy should not have to borrow money. The Government is liberal with its pay, but so long as the money lender stays, the borrower will stay. On the Milwaukee, this month, one money lender, Philip T. Hawkins by name, claims to have lost $2,500 which he had collected from his shipmates. We are sorry for our fellow bluejacket Hawkins, but if his example will cause any diminuation of the money lenders his loss will be a benefit to the Navy.

The money lender is a leech. He is seldom respected by his shipmates, and the sooner he goes the better it will be for the service.

* * * *

SOME FACTS CONCERNING OUR NAVY

Unless you are thoroughly familiar with the publishing business it is probable that you have never figured the cost of publishing a magazine such as Our Navy.

The actual cost of the printing and paper alone is more than $1.50 for twelve issues of Our Navy, not counting the cost of getting the news and preparing it for publication, the keeping of the mailing lists, etc. To obtain the photographs and prepare the plates necessary to reproduce them costs about $75.00 for a single issue, as none but the very best pictures obtainable, regardless of expense, are reproduced for the benefit of our readers. The cost of the supplies and postage used each month will reach $100. There are numerous other expenses, not necessary to itemize, which brings the cost of twelve issues up to a fraction less than $2.50, and we are delivering them to you for $1.50.

Did you ever stop to think where this money comes from? It is certain that the publisher is not paying it for the pleasure of doing the work necessary to get out this magazine each month, even though we are willing to do all possible for the betterment of the service. Our financial condition would not stand the strain of furnishing nearly 10,000 readers a magazine at a loss of $1.00 a subscription.

The men who are paying almost as much on your subscription as you are, and who enable us to give you a $2.50 value for $1.50, are the advertisers. Some of them pay as high as $50.00 to have their advertisement inserted in a single issue, and all of them in proportion, according to the space used.

Now the question arises, How can these advertisers afford to pay this high rate for space in OUR NAVY? At first thought it would seem that they must charge you a higher rate for the same quality, or furnish you with an inferior quality at the same price in order to get back the money paid for the advertisement. BUT THAT IS JUST THE THING THAT OUR HIGH RATE PREVENTS. Our advertisers could not hope to get back the money paid for an advertisement in a single issue by dealing unfairly, or charging a higher price than competitors, because the news would spread and their business stop short. It therefore follows that the only way an advertiser could get back the money paid for space, would be by supplying better goods at the same price or as good at a less price. Then his reputation will spread and his business increase so long as he keeps up the standard. If you are well pleased with the values and the treatment received from him you will tell your friends and continue to patronize him yourself, so with small profits and a large increase in business the money paid on your subscription will come back and he will have made many long friends and steady customers.

Beside the facts set forth above, OUR NAVY guarantees the reliability of the advertisers and will make good any loss from misrepresentation in the ads appearing in this magazine, which may be another point that is not easily understood, but not only can we afford to make it good, but it is necessary in order for OUR NAVY to hold the confidence of our readers, without which we would be a failure. In addition to our personal earnest desire to be a help to the service, if we recommended our readers to non-reliable places of business by printing their advertising this magazine would cease to be a useful organ, and the circulation would also stop short, and without the circulation we would not be able to interest even desirable advertisers.

When you know of a man who is paying a high rate for space in OUR NAVY on which to invite you to trade with him, you are assured of a royal welcome and the best of values by doing so, and it is well worth your looking him up.

Think it over.

* * * *

THE DUMMY DRILL GUN.

An interesting discussion of the practice of Uncle Sam's bluejackets, in order to become proficient with the handling and firing of the primary batteries aboard ships, was printed in the Scientific American. It was written by Walter L. Beasley, and OUR NAVY judges the story of enough interest to reprint it for the edification of the bluejacket. It is mainly intended to convey to the lay mind some idea of what the man-o'-war's-man does to increase his accuracy in manouvering a great gun, but the language is technical enough to appeal to the "man behind the gun." It gives several hints and suggestions that will help the man who actually loads or points the gun:

"The recent brilliant and surprising scores made by the ships at target practice at Magdalena Bay shows a marked advance over previous years, and demonstrates that the men behind the guns have been trained up to the highest point of efficiency in the various operations connected with firing the batteries, such as quick handling of shells, ammunition, pointing and sighting, and other matters entering into the performance of successful naval gunnery.

"These record-breaking performances are due almost entirely to a particular method of training. It will be of timely interest to picture and describe the dummy drill gun. By the use of this device the men become experts in lifting and loading the heavy shells, and develop into human automatic machines, handling the weighty projectiles and shoving them into the breech with great rapidity and skill. The main object of the "dummy loader" is to give the shell men an opportunity to acquire speed and proficiency in the handling of the shells without wearing out the breechblocks of the guns. Of late much attention is being paid by all the ships in the navy to these drills, for in actual service much depends upon the promptness and accuracy of the shell man. Should

Practicing for Their Race, July 4th

he 'muff' a shell at the critical moment, or let it roll away from him; should he drop it—in short, should he fail to send it home safe and true when the breechblock of the big gun is swung open for him—the consequences might be serious.

"The 'dummy loader' is the latest invention of the Ordnance Department, and is a facsimile of the breech and powder chamber of a big gun up to the point where the rifling begins. Loading it requires the identical motions that are employed in the loading and firing of the real weapon. One man opens and closes the breech; the shell man grasps the projectile and quickly rams it inside, followed by the dummy charge of powder in a bag; the shell comes down the return chute on the left side of the apparatus; the 'take-off' man catches the shell as it falls out at the end, and shoves it again to the loader at the front. The dummy powder charge is handled in the same way, and the whole makes a continuous operation for the loader. By the time he has put in the last shell and the breech is closed and locked, it is ready to be swung open again by the plug man, and an additional shell shoved in. A marked economic improvement in the saving of the life of guns is thus obtained. The breechblock of these costly weapons would soon be worn by the constant slamming and the denting of quickly thrown shells.

"The new device is manufactured entirely in the Brooklyn Navy Yard, New York, in the ordnance machine shop. It is made mostly of steel, although there are a few parts of brass and cast iron; the supporting framework and return chute are entirely of steel. It is 7 feet 4 inches long, 4 feet 4 inches high, and weighs about 1,800 pounds, costing the Government $375 to manufacture.

"Before reaching the target grounds the gun crews are kept at systematic and continuous drills with the dummy loading machine, consequently the men have acquired the top-notch point in speed, coupled with a mathematical precision in the handling of the projectiles, powder charges, etc. When the vessel reaches the range, and as, at the speed assigned, a very short time interval is allowed for the run, it is important to begin firing at once with the rapidity consistent with 'getting on' the target. The size of the target varies according to caliber and practice, but the target screens for the great guns are about 21 feet in length and 17 feet in width, and are distant from the range about 1,600 yards. The Navy Department provides four trophies for excellence in gunnery—one each for battleships, cruisers, gunboats and torpedo craft. In addition, money rewards are distributed according to gun rank or rating among the successful crews."

CLEANLINESS IS BEST

Near Brooklyn Navy Yard in New York Miss Anna Morgan has caused to be started a model restaurant for the employees of the Navy Yard. It is essentially for the civilian workingmen of the yard but is freely patronized by the enlisted men on duty at that yard. The restaurant is a valuable aid to the men, both civilian and enlisted, who work in the Navy Yard.

But now comes a society of taxpayers of Brooklyn who declare the place is "a fad of some society woman," and consequently they aver the city government should step in and close the doors. This organization of taxpayers, it seems, did not investigate the matter very thoroughly but accepted the statements of the keepers of small restaurants near Miss Morgan's establishment to the effect that they were being forced out of business because some rich woman sought to give her money away.

It will be a most deplorable thing if the city government of New York stops the model restaurant. It is not a fad. It is a real up-to-date eating establishment and a godsend to the Navy Yard workmen and enlisted men. No one knows and appreciates these facts as do the bluejackets.

It is an unfortunate fact, but nevertheless a fact, that at evety Navy Yard a series of cheap saloons spring up outside the gates. Intersperced with these saloons are many dirty undesirable eating places termed restaurants, but in reality burlesque on what the word really means. Among this growth of things undesirable it is hard to get a respectable concern to start business. Therefore at most places the Navy Yard workman must either patronize a filthy soup house where liquor is sold, or go to a saloon where edibles are given gratis with glasses of beer, etc.

Miss Morgan's idea was to free the Navy Yard workmen and the enlisted men from this influence. She reasoned that it was not the workman or the bluejacket who was bad but simply that the environment was not what it should be. Consequently she used her finances to start what might have been a financial disaster. A person of small means could not have afforded this risk. But the restaurant was started and it was a success. The clamor and uproar caused by the saloon keepers and small restaurant keepers more than verifies this.

The argument against the new restaurant is that it is "a fad of some society woman." In part this may be true. Miss Morgan may have a fad for helping persons less fortunate in a financial way than herself. But in this case her fad has been a paying venture. The restaurant is popular and shows that cleanliness and decency are preferred anywhere to filth and degradation.

Miss Morgan has the thanks, warm sincere thanks, of the entire enlisted personnel of Uncle Sam's Navy. They appreciate what she has done. She has set an example to persons who might want to start a restaurant as a means of living. Thus her "fad" has been doubly helpful. It's women like Miss Morgan that keep up the respect of her sex, and no petition from an uninformed taxpayers' association should even tend to undo any of her generous work.

* * * *

The Navy Department has ordered that the marine guard for the U. S. S. New Hampshire be assembled at Portsmouth to take up duty when she arrives the last of next month. The company will include forty-six privates, several sergeants and two corporals. The detachment it is understood will be picked men, and this ship will have a body of well-drilled men.

* * * *

The proposition to provide enlisted men of the Marine Corps with rain clothing of khaki color is under consideration by the quartermaster of that corps. The proposed new material will be of purer and better rubber and the coat will be lighter. Khaki-colored ponchos have already been adopted by the Marine Corps, and issue of them will begin on July 1st. Samples of them were recently tested by chemical experts and found satisfactory.

* * * *

THE GREATEST HERO

Speaking of dead and gone heroes,
We never think of the one
Whom the hero used to call mother
And who called the hero, my son.

We cheer with our voices, the hero
Who unto his country was true
And died defending the honors
Of his colors of red, white and blue.

Three cheers for the martyred hero
Who doing his duty did fall.
And then three cheers for mother
The sweetest, best hero of all.

F. H. Durham,
U. S. S. Pennsylvania,
San Francisco, Cal.

"OUR NAVY" TROPHY BASEBALL SERIES

Marines vs. Cheyennes

In the third game of OUR NAVY trophy race the Marines defeated the Cheyennes by the score of 4-1. It was a pitchers' battle and wonderful support was afforded each pitcher. Two fast thrilling double plays were pulled off; one by Carmichael and Reber, the other by Burke and Turner. Isett played a fine game in center field and Reber and Hester in the infield were the bright stars of the game. McCarty for the Marines and Burke at third pulled off some hair breadth plays that brought the spectators to their feet. Crowley at first for the Cheyennes played a steady consistent game and pulled some low throws out of the dirt.

The score:

Marines

	AB	R	H	SB	PO	A	E
McGilles, cf	4	2	2	0	0	0	0
Burke, 3b	3	1	2	0	2	6	0
Turner, 1b......	3	0	1	0	14	0	0
McCarty, lf.....	2	0	1	1	3	0	0
Cunningham, 2b.	4	1	3	1	1	1	0
Murphy, ss	3	0	0	0	1	2	0
Masak, rf	4	0	0	0	0	0	0
Elzie, c	2	0	0	0	5	1	1
Brewer, p	3	0	1	0	0	3	0
Total......	28	4	9	2	26	13	1

Cheyennes

	AB	R	H	SB	PO	A	E
Reber, 2b	4	0	1	1	3	5	1
Carmichael, ss...	3	0	0	0	2	3	0
Isett, cf	3	0	1	2	3	1	0
Alworth, c	3	0	0	0	2	0	1
Hester, 3b	3	1	1	0	2	3	0
Crowley, 1b	3	0	1	1	11	0	0
Fox, lf	3	0	0	0	0	0	0
Dunham, rf	3	0	1	0	0	0	0
Walker, p	3	0	0	0	0	5	0
Hulbert, xx.....	1	0	0	0	0	0	0
Total......	29	1	5	4	23	17	2

Runs by innings:

	1	2	3	4	5	6	7	8	9
Marines	1	0	2	1	0	0	0	0	0—4
Cheyennes	0	1	0	0	0	0	0	0	0—1

Summary—Earned runs: Marines 1. Three base hits, Burke, Cunningham. First base on balls, off Brewer 1; off Walker 1. Left on bases, Marines 5, Cheyennes 2. Wild pitch, Brewer. First base on errors, Marines 1, Cheyenne 0. Two base hit, Turner. Struck out by Brewer 4, Walker 1. Double plays, Carmichael and Reber, Burke and Turner. Passed ball, Elzie. Time of game, 1 hour and 35 minutes. Umpires, Ashcroft and Hanks. Scorers, White and Minnick.

The team of the U. S. S. West Virginia defeated the Mare Island Marines in the first game of the series by a score of 12-2. It is reported that the Marines did not have a show at any stage of the game.

	1	2	3	4	5	6	7	8	9	R	H	E
W. Virginia.	3	0	0	3	0	0	1	0	5	12	11	2
Marines	2	0	0	0	0	0	0	0	0	2	11	10

Two base hit, Schaffer. Home runs, McCarty and Fuller. Double play, Cunningham to Small. Sacrifice hit, McGillis. Battery for West Virginia, English and Snyder; for the Marines, Brewer and Winters. Struck out, by Brewer 4; by English 9. Bases on balls, off Brewer 1; off English 1. Left on bases, Marines, 6; West Virginia 6. Earned runs, Marines 1; West Virginia 6.

The team of the West Virginia defeated the Mare Island Marines in the second game of the series, by a close margin of 7-6. This is reported as a hard played game in which the Marines had the best of it up to the seventh inning when they went to pieces.

	1	2	3	4	5	6	7	8	9	R	H	E
W. Virginia.	0	1	0	1	0	1	2	2	*	7	8	5
Marines	2	1	0	3	0	0	0	0	0	6	5	7

Two base hit, Lyons. Home run, Reed. Double play, Reed to Monroe. Sacrifice hits, Turner and Phelps. Battery for the Marines, Fisher and Lyons; for West Virginia, Shaefer and Snyder. Earned runs, Marines 1; West Virginia 2. Base on balls, off Fisher 2; off Shaefer 3. Left on bases, Marines 5; West Virginia 5. Struck out, by Fisher 4; by Shaefer 6. Scorekeeper, Minnick.

In the first game of the series for "Our Navy" trophy the U. S. S. Cheyenne defeated the U. S. S. California by a score of 3-2.

	1	2	3	4	5	6	7	8	9	R	H	E
Cheyenne ..	0	1	0	0	0	0	2	0	0	3	9	4
California ..	0	1	1	0	0	0	0	0	0	2	8	4

Battery for Cheyenne, Walker and Ashcroft; for California, Frank and Yarnell.

In the first game of the series for "Our Navy" trophy the Torpedo Flotilla defeated the U. S. S. California by a score of 12-8.

	1	2	3	4	5	6	7	8	9	R	H	E
California ...	0	3	0	0	1	2	1	1	0	8	11	6
Torpedo Flo.	0	0	0	0	7	1	0	0	4	12	13	4

Sacrifice hits, Mullens, Cox, Oliver, Machado, Higgins, Lebrun, Frank. Feature, Home runs, Curry and Boynton.

In the first game of the series for "Our Navy" trophy the U. S. S. Cheyenne defeated the U. S. S. West Virginia by a score of 8-7.

	1	2	3	4	5	6	7	8	9	R	H	E
Cheyenne ..	0	0	1	3	0	0	0	0	4	8	10	2
W. Virginia.	0	0	4	0	2	0	1	0	0	7	15	6

Home run, Rebber.

In the first game of the series of "Our Navy" trophy the U. S. S. West Virginia defeated the U. S. S. California by a score of 8-4.

	1	2	3	4	5	6	7	8	9	R	H	E
W. Virginia.	1	0	2	2	2	0	1	0	0	8	12	8
California ..	3	0	0	0	0	0	0	0	1	4	7	3

Home run, McGinn. Sacrifice hits, Higgins, Monroe, Fuller. Feature, McGinn's batting. Struck out, by English 6; by Herkonski 3; by Thomas 1.

Standing of the Teams for "Our Navy" $300 Trophy

Team	Games Played	Won	Lost	Pct.
Torpedo Flotilla	1	1	0	1000
Naval Training Station	4	3	1	.750
U. S. S. W. Virginia..	6	4	2	.666
U. S. S. Cheyenne.....	5	3	2	.600
Mare Island Marines..	5	2	3	.400
U. S. S. Tennessee....	1	0	1	.000
U. S. S. Pennsylvania.	1	0	1	.000
U. S. S. California....	3	0	3	.000
U. S. S. Albany.......	0	0	0	.000
U. S. S. South Dakota	0	0	0	.000
U. S. S. Colorado.....	0	0	0	.000

An error was made in our June issue as to the prize for individual batting average. Should have read, a $47.50 Howard watch, instead of a Hampton.

The First Ten Leading in Batting Average for Individual Prize ($47.50 Howard Watch)

Name	Team	Games Played	AB	Hits	Pct.
Conners	Mare I. Marines	1	1	1	1000
Bush	Tennessee	1	4	2	.500
Scott	Naval T. Station	4	13	6	.461
McGillis	Mare I. Marines	5	20	9	.450
Monroe	West Virginia	6	23	10	.434
Martin	Naval T. Station	4	14	6	.428
Burke	Mare I. Marines	3	14	6	.428
Rentz	Naval T. Station	4	15	6	.400
Montague	Mare I. Marines	3	5	2	.400
Healy	California	3	15	6	.400
Mullins	Torpedo Flotilla	1	5	2	.400
Kress	Torpedo Flotilla	1	5	2	.400
Alman	Torpedo Flotilla	1	5	2	.400
Curry	Torpedo Flotilla	1	5	2	.400

First Ten Leading in Runs for Individual Cup

Name	Team	Games Played	Runs
McGillis	Mare I. Marines	5	10
McGuinn	West Virginia	6	8
Snyder	West Virginia	6	7
Shaefer	West Virginia	6	7
Reber	Cheyenne	5	6
Reed	West Virginia	5	6
Moore	West Virginia	6	6
Crowley	Cheyenne	5	5
Dunham	Cheyenne	5	5
Martin	Naval T. Station	4	4
Burke	Mare I. Marines	3	4

* * * *

TO INSPECT SAN FRANCISCO BAY

The Navy Department intends to send experts to San Francisco during the summer to report on the best means of maintaining deep water in certain parts of the harbor channels.

A previous board of engineers has reported that all the elements for the best harbor on the Pacific Coast exist at San Francisco. The Secretary of the Navy is now to make a personal examination of the harbor and yards. Although the Government is not ready to admit that the deep water problem is the real object of the inquiry, this will become manifest when Congress is asked to vote money for dredging certain parts of the bay.

* * * *

MEN RISK LIVES

Risking their lives by entering a burning paint locker, four petty officers of the U. S. S. Albany saved that ship from probable destruction at Corinto, Nicaragua, on May 28th, and incidentally added four more names to the Navy's roll of honor. The men were Louis Nolan, chief master-at-arms; R. A. Dill, chief carpenter's mate; William A. McConnell, plumber and fitter, and A. A. Irwin, gunner's mate.

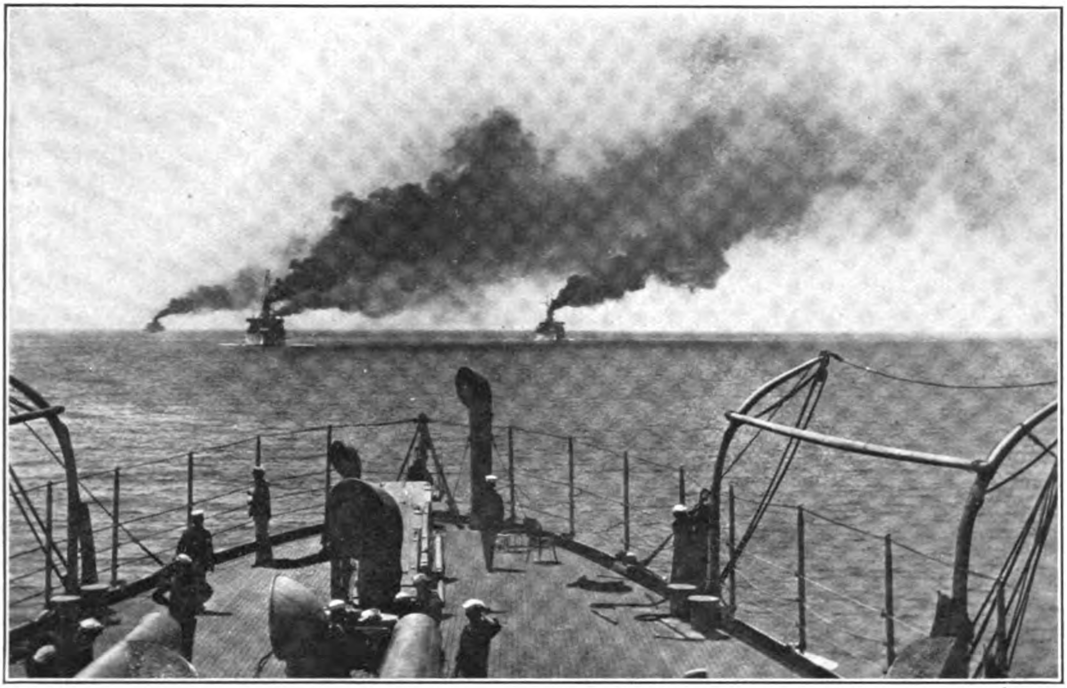
The fire was discovered by Nolan. He spread the alarm but it was found that the paint locker was too far abaft the hatch to allow the water to be played on the fire from the upper deck. The four men named then took two small lines of hose and entered the blazing locker. After suffering painful burns they secured control of the fire and conquered it.

The captain of the Albany has written the Department, of the bravery of the four men and it is probable that they will be granted medals of honor.

* * * *

Drummer—They tell me you are an awful blower.

Bugler—And they say that when the enemy is sighted you always beat it.



First Division Pacific Fleet at Sea

PACIFIC FLEET GETS REPAIRS

After participating in the opening in the Alaska-Yukon-Pacific Exposition at Seattle the Pacific Fleet divided into two divisions and proceeded to the Navy Yards at Bremerton and Mare Island for repairs before further manouvers. The Tennessee, Washington, Pennsylvania and Colorado are at the northern yard and the West Virginia, Maryland and California at the southern. The South Dakota will join the second division at Mare Island.

The ships will remain at their yards about two months and are scheduled to leave in September, although it is probable that the next cruise will be delayed until the middle of October. The most striking feature of repair work that will be accomplished is the installation of one of the new fire control masts on each of the cruisers. It is hoped that this work can be done while the ships are at the yard this time, but it may be postponed on some of them until after the cruise to the Orient.

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CIGARETTE SMOKING

Cigarette smoking by the enlisted men of the navy is deplored by Rear Admiral Schroeder, commander in chief of the Atlantic Fleet. Rear Admiral Schroeder, according to newspaper report, has advised the Secretary of the Navy that the practice is becoming too general and suggests that cigarettes and cigarette material be tabooed in the new navy canteen.

That cigarette smoking is injurious to the man seems to be an accepted fact. At any rate Our Navy is not prepared to argue that fact. The subject has been argued before in regards to the navy, and a great many officers are in favor of the cigarette, preferring that to something worse.

It is true that the cigarette habit has grown considerable in the navy of late years. But it is doubtful if the plan suggested by Rear Admiral Schroeder will bring the end he desires. If the men are prohibited from smoking cigarettes it will be almost necessary to deprive officers of this enjoyment.

* * * *

Several States and cities are planning to present silver services to namesake warships in the near future. The first will be the battleship Mississippi, which will proceed up the Mississippi river to Natchez for that purpose. The battleship Delaware will shortly be presented with a service, as also will be the cruiser St. Louis and the cruiser South Carolina.

THAT SOUTHERN TRIP

From “The Ditty Box

We had many a dance at the Seaside Inn,
We went out to Waikiki and had a good swim,
We kept all the glasses filled to the brim,
In Honolulu.

Some said they wished they never were born;
In fact nearly all of us looked very forlorn;
Hell may be hot but the equator is warm
On the line.

The Samoans showed us their famous dance,
While some of the boys seemed to be in a trance,
Wondering if they were in Frisco or France,
In Pago Pago.

We thought we certainly would have some fun,
Making the revolutionists do the Marathon run.
They're running yet, and that's going some,
At La Union.

We saw the canal from east to west;
They're digging it now without a rest,
The fever is bad and that's no jest,
In Panama.

There's another place we had a great time,
Money was plenty and so was the wine;
To go up to Concepcion cost only a dime
At Talcahauno.

We know of one place where it is twenty for one;
Plenty of soft drinks and plenty of rum;
The result was we put a cafe on the bum,
In Valparaiso.

At Callao we had great sport,
Viewing the city from an open port;
The scenery sometimes made us snort,
In Peru.

In Acajutla and San Jose,
Wondering ashore if we would spend the day,
But those in command said: “Nay, Nay;”
So we broke out the mat and fell asleep on the hay,
In dear old San Jose.

Magdalena Bay is a lonesome town,
Nothing but sand the whole year round;
Gee, we were glad when we were homeward
From Magdalena.

The run from the Bay was certainly great,
You sould sweep up the cinders by the crate,
We came into Frisco through the Golden Gate,
Home at last.

* * * *

ADMIRAL PRAISES BLUEJACKETS

Admiral Dewey is quoted in a newspaper interview just published as saying that in ships, officers and men, the country has reason to be proud of its navy, and that so far as the men are concerned we beat the world. The last named come in for the following deserved compliment:

“Thousands of these young fellows come from the great Middle West. We have a relief organization and whenever a man dies we institute an investigation with a view of giving help to any needy persons dependent upon him. It is rarely that we find it necessary to extend aid. The men for the most part come from well-to-do families, who have the American characteristics of industry and independence. The enlisted men are as fine a body as could be assembled under any flag in the world.”

* * * *

In accordance with a desire expressed by officers for a different type of rig for the service whale boats, the Navy Department has developed a lug rig of sails and has authorized its fitting on one whale boat of each armored cruiser of the Pacific Fleet. This will afford an opportunity of practical trial of the type, and if it proves satisfactory it will probably be adopted as a standard in place of the sliding gunter rig, which does not possess all the features desired in a sailing boat. While the new type will not necessarily give greater speed to the craft so equipped, it is expected to contribute to smartness in handling the boat.

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BRITISH CRUISER SUNK

The British cruiser Sappho was sunk in collision off Dungeness. The lifeboats landed 200 of the crew and it is reported that no lives were lost.

The Sappho is a cruiser of the third class, 300 feet long, with a displacement of 3,400 tons and indicated horsepower of 9,861. Its armament consists of two 6-inch guns, six 4.7 guns, one 12-pounder, one 6-pounder and thirteen 3-pounders, besides four torpedo tubes. It was capable of a speed of 20.47 knots.

The Sappho was at Punta Arenas when the American Fleet reached there on its voyage around the world in February, 1908. Her full complement of men is 283.

Battalion Drill, Naval Training Station, San Francisco, California

STATION BASEBALL

The Station baseball team had a slump the past month and four games out of ten played went to the opposing teams. The last game, with Fruitvale on the Fruitvale grounds on June 20th, was a landslide, Fruitvale winning by a score of 18 to 2. Only two games were played with ships. The St. Louis lost two games to the Station.

Several changes in line-up have occurred. Martin has retired from the captaincy and the game, and Fowler, master-at-arms, first class, who recently shipped over, has taken his place as captain. Cress, center fielder, was transferred to the U. S. S. Whipple. His place has not been filled permanently. Jacques, second base, has also quit the game. To counterbalance these losses several new men have appeared on the field but all are as yet in the process of "making good."

The games have resulted as follows:

Station 9, Bay Shore 1.
Station 19, Mechanics 0.
Station 1, Gantner-Mattern 3.
Station 2, Oakland High School 4.
Station 15, S. P. Western 6.
Station 6, St. Louis 3.
Station 23, Domestics 6.
Station 5, St. Louis 4.
Station 5, Native Sons 10.
Station 2, Fruitvale 18.

The individual batting of the members of the team in all games played is as follows:

Fowler	.366
Martin	.276
Scott	.386
Farber	.234
Larimer	.200
Ruby	.177
Yeager	.197
Flowers	.157
Rentz	.254

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Commodore C. P. Perkins, retired, who has been commandant of the Pacific Naval District, has been relieved from duty. The headquarters of the commandant of this district are in Berkeley.

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Assistant Surgeon E. U. Reed, formerly attached to this station, has received his commission as past assistant surgeon after a course in the medical school at Washington.

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Boatswain A. H. Hewson, formerly senior officer of the deck on the Pensacola, has been placed on the retired list of officers.

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The restaurant for the use of Navy Yard employees at the Brooklyn Navy Yard has been placed in commission.

Commander E. E. Capehart, whom Commander E. W. Eberle relieved as commandant of the Training Station, has been transferred from the command of the Rainbow to take command of the Denver, a second-class cruiser of the Third Squadron of the Pacific Fleet, or the Asiatic Fleet, as it is better known.

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Chief Master-at-Arms T. F. G. Morris of the Station was discharged last month. He shipped over the following day and left for a thirty-day visit in the East. He will report for duty on board the Independence at Mare Island.

* * * *

Chief Gunner's Mate Stewart, late of the Buffalo, has been attached to the Station as a drill master. Master-at-Arms (first-class) Fowler is also preparing to take charge of a company of apprentice seamen.

* * * *

Boatswain W. E. O'Connell, who has been acting as recorder of summary courts-martial on the Station during the past year, has been detached and will report for duty on board the Pennsylvania, one of the "big eight."

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Paymaster J. S. Beecher, formerly paymaster of the Station, has been detached from Mare Island and attached to the California.

* * * *

Lieutenant G. M. Clark has been sent to the Training Station for duty pending the arrival of the South Dakota in home waters. Lieutenant Clark has been on duty at the U. S. Naval Academy at Annapolis, Md.

* * * *

The launch Castro was out of commission from June 18th to June 23d. The tug Vigilant and steam launches made her trips. Two deck shifts were necessary for the Vigilant during that time.

* * * *

The marine guard has been using the Station target range during the latter part of June preparing for the record firing of the marines stationed here. The marines hope to hold record practice some time in the summer months.

* * * *

It is rumored on this Station that as soon as the money from the new appropriation is available the work of building shacks for a detention camp, instead of using tents, will commence. This will be a decided improvement. Since the establishment of the detention camp here, the men have been forced to use tents, which are very unsatisfactory. It has been necessary to keep a sailmaker at work on them most of the time. The new shacks will occupy the same grounds as the present detention camp.

* * * *

J. S. Swain, an apprentice seaman, was adjudged insane at the Station last month and sent to the Mendocino State Hospital for the Insane at Ukiah, Cal. Swain imagined he was a prize fighter and was talking continually of matching "Kid" McCoy, Jeffries, and other famous pugilists.

* * * *

With the return of four vessels of the fleet to San Francisco Bay the fans of the Station hope that the teams from these ships and the Station will play off the remaining games for OUR NAVY trophy. So far the Training Station leads for the cup, and the local adherents are confident of winning the coveted prize. Master-at-Arms Fowler has assumed the captaincy of the team.

* * * *

A musical program by four of the more prominent entertainers of San Francisco was presented before the crew of the Training Station on the evening of June 18th. The banjo solos by Mr. Harry L. Hastings were particularly enjoyed by the men, and at both of his appearances he was encored several times. The program was as follows:

PART I

Piano solo, "Rose of the South"......Strauss
Miss Frances Buckland
Song, "The Bold Dragoon," Little Irish Girl"..........................De Koven
David Manlloyd
Banjo solo (a) Intermezzo .... Mascagni
(b) Narcissus ....Nevin
Mr. Harry L. Hastings
Song (a) "When the Bell in the Lighthouse Rings"......................Lamb
(b) "Off to Philadelphia"
Mr. Leo Kettlewell

PART II

Piano solo, "Old Black Joe"............Foster
Miss Frances Buckland

Song, "Forever Thine"................Bohm
"Killarney"................St. Patrick

Banjo solo (a) "A Whispered Thought".. .... Johnson
(b) Selected
Mr. Harry Hastings

Song, "Katie"...................... Edwards
"Good Company".......Stephen Adams

Song, (a) "The Theme".............Benoist
(b) Selected

TUG SAILORS CELEBRATE

Memorial Day (May 31), was celebrated by the crew of the tug Vigilant at the Training Station, San Francisco, with a dinner on board the tug. Attractive menus were issued for the occasion and the craft of the chef Ship's Cook Muse, and the steward, Yeoman Williams, were taxed to provide and prepare the good things for the repast.

The menu was as fo'lows:

Cream of Chicken Soup
Radishes Green Onions Pickels
Potato Salad, Southern Style
Roast Chicken Giblet Dressing
Cranberry Sauce
Potatoes a la Cream Sugar Corn
Sweet Potatoes String Beans
Strawberry Pie Pumpkin Pie
Layer Cake Raisins Fruit
Cafe Noir Cigars

The following verses appeared on the page opposite the menu:

"It's a hard life—this Navy life,
They all say so to a man,
We're here for four—and may be more,
Stick it out the best you can."

"Serenely full the gods would say,
Fate can not harm me,
I dined on the tug "Vigilant" to-day."

* * * *

An entertainment by Minetti's orchestra of San Francisco was one of the attractions offered by Chaplain Scott of the Naval Training Station to the crew and apprentices during the past month. The show, given on the night of June 11th, was appreciated by all and heartily encored. The program was as follows:

Overture, "The Merry Wives of Windsor" .... Nicolas
Minetti's orchestra
Song, "Where the Bee Sucks"................................Sir Arthur Sullivan
Miss Ruth Powers
Selection from "Madame Butterfly"...Puccini
Orchestra
Zither solos—(a) Neapolitan Song; (b) Spanish Song; (c) Russian Song
Mr. Charles Mayer
Selection for String Orchestra, "Andantino" .... Lemare
Orchestra
Songs—(a) "Chinese Song;" (b) "The Lady Picking Mulberries..........E. Kelly
Miss Ruth Powers
Waltz, "Echoes from the Vienna Woods" .... Strauss
Orchestra

The new marine barracks at the U. S. Naval Training Station, San Francisco, are nearing completion, and before two months have passed the station guard expects to be housed in its new home. The new barracks will be one of the handsomest buildings of its kind in the West. While not built of stone it will have the appearance of a building of that structure.

* * * *

Several drafts of coal passers were sent from the Station during the past month, reducing the number of men in that rating on the Station to almost none. About six months past the Station was cleared of coal passers but since that time they have been collecting here, until a month ago several hundred were on the Station.

* * * *

A building formerly used the hospital at the Newport Training Station was destroyed by fire on June 4th. The loss was many thousands of dollars.

* * * *

Revielle—A dream disturber.
Mast—A place where your knees quake.
Slum—A favorite viand with commissary stewards.
Coffee—Discolored water.
Tea—Weak coffee.

* * * *

TO INSPECT NAVY YARDS

Rear Admiral Raymond P. Rodgers of the United States Navy sailed on the S. S. Lapland to inspect the various Navy Yards of Europe, with a view to framing a report to Secretary Meyer of the Navy Department.

With the consent of the British Admiralty, the Rear Admiral will first visit the Navy Yard of Great Britain.

From England he will proceed to France, Germany, and probably Italy. The great ship yard and base of the German Navy at Kiel probably will be an object of special investigation.

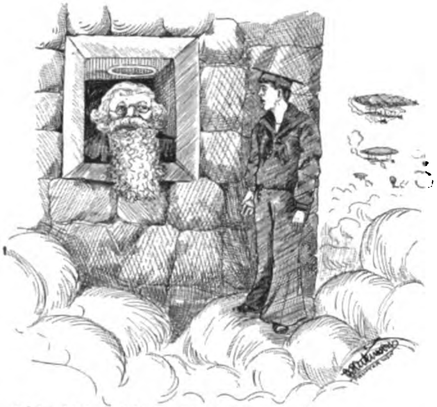
* * * *

HE HAD THE BEST OF IT.

Nervous Passenger (on lake steamer)—It must be awful to think of an accident happening to the boat while you are away down there in that hole.

Stoker—It's jist the other way, ma'am. If the boat sinks I won't have to go through more'n about half as much water as you will 'fore I git to the botton of the lake.—Chicago Tribune.

FURLOUGHING IN THE YEAR 2000



St Peter- What can I do for you my young man?
Bluejacket (just returning from furlough in Mars)- I don't require transportation.
St Peter. I respectfully request a pair of wings to get aboard my Aero Cruiser for target practice.

TO ENLARGE DRY DOCK

A special board of navy officers has been in session discussing the changes which are destined to be made in dry dock No. 4 at the New York Navy Yard, the idea being to increase the capacity of the structure without altering its outer dimensions.

It has been practically decided to make an insert in the wall at the head of the dock and make the slope of the wall a much steeper angle than provided in the original and amended plans. The side walls are also to be made much steeper, giving an increase of about eight feet in width. The changes are estimated to cost about $40,000. They will result in making the dock large enough to accommodate not only vessels of the Utah and Florida class, now under construction, but also those authorized by the last naval appropriation act.

* * * *

"Yes, Matey," said the sailor-man at a dance to his little partner, "this is certainly a fine deck for dancing. Don't you think we had better shove out now, so we'll have plenty of sea-room when they get under way?"

"Avast, you lubber," piped the green little girlie. "Keep your mud-hook down a bit until they get into fleet formation; then we'll head out and if anything crosses our bows, run her down."

* * * *

Plans are being considered by the Navy Department for the erection at the Norfolk Navy Yard of the largest dry dock in existence. This dock, if built, will be capable of docking, simultaneously, any two battleships afloat, and will be able to turn out work with a speed heretofore unknown. The probable cost of the dock will be $10,000,000.

ADMIRAL WANTS MORE SHIPS

Rear Admiral Uriel Sebree, commander-in-chief of the First and Second Squadrons of the Pacific Fleet, has added some arguments to the sentiment in favor of a stronger navy. In a speech at Portland, Ore., on the occasion of the visit of his fleet and the Japanese Training Squadron, he urged the business men to advocate navies as a guarantee of peace.

"We want ships," said the admiral. "We want more of them. We ought to be building three or four Dreadnaughts every year. I don't say we should lay down ten Dreadnaughts at once, but we should see that some are started every year. I don't think that a greater fleet is so particularly necessary on the Pacific Coast. We are not going to have war with the Japanese—at least, not the kind you mean. But almost any foreign country could land an army in New York, San Francisco or Seattle."

* * * *

Considerable discussion is being had at present over the advisability of installing the Curtiss type of turbine engines on the new ships to be built by the Navy Department. The scout cruiser Salem is at present the only ship equipped with these engines. The unsatisfactory work of these engines and the recent decision of the Southern Pacific Company to remove Curtiss engines from one of its ships, the Creole, has resulted in inquiries being made by the Department. It has been given out, though, that no action will be taken by the Navy Department until the engines have been thoroughly tested on board a man of war, and that the Southern Pacific's action will not be considered in the investigation.

* * * *

British naval engineers have won a triumph in naval affairs by the record for speed made by the cruiser Invincible. The Invincible made the almost wonderful speed of 29 knots an hour, and, excepting torpedo boats and destroyers, she is the tastest war craft afloat. The Invincible is what is known as the "almost battleship" class and is stronger than any of the United States cruisers.

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The recently appointed second lieutenants of the marine corps who are now under instruction at the Marine Officers' School at Port Royal, S. C., have been ordered to Sea Girt, N. J., for instruction in target shooting and the proper manner of handling of small arms. A camp of marines is being maintained at Sea Girt for the instruction of the officers and of the men. There are 58 officers in the class at the present time.

THE NIVERSITY OF CALIFORNIA

PHYSICAL COURSE FOR MEN

The discovery that a large per cent of the cadets at Annapolis are deficient in physical training has brought about a sentiment in favor of athletic training for all branches of the navy, and it is probable that one result will be more stringent orders regarding physical drill aboard ship.

A systematic course of training for officers and men has been proposed and will be put into effect on board the U. S. S. Tacoma immediately. The results of the course on that ship will be watched and may cause a new course of physical manual to be adopted for the entire service. Commander A. P. Niblack, who advocates the new system, will be captain of the Tacoma and have personal supervision of the training.

* * * *

Past Assistant Surgeon J. M. Brister of the U. S. S. Milwaukee, and temporarily attached to the Bremerton Hospital, holds the record for the fifty-mile walking test for naval officers, according to report from Bremerton. He completed the prescribed fifty miles in fourteen hours and fifty minutes' walking time, lowering the record set by two marine officers on the East coast by ten minutes. The walk was accomplished in three successive days and the course was from Bremerton to Silvervale, Wash. Three lieutenants of the Bremerton Marine Guard made the same walk in seventeen hours and ten minutes.

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TIT FOR TAT.

The captain of a schooner is noted for his wit, and on every occasion that offers he looses his shafts of humor, to the chagrin and embarrassment of its target. Sooner or later the stinger gets stung, and on one occasion, when about two days out from New York, the captain approached a group of sailors who were washing the forward deck, and, singling out a big, raw-boned Irishman who was experiencing his first taste of sailor's life, he gravely asked:

"Can you steer the mainmast down the forecastle stairs?"

Quick as a fish came the reply, "Yis, sor, I can, if you will sthand below and coil 'er up."—Empolia Gazette.

* * * *

The largest draft of men that has been sent from Newport Training Station for several years, left the first of the month for the vessels of the Atlantic Fleet. More than 700 men were put aboard the Prairie and distributed by that vessel to the battleships and cruisers.

BREMERTON'S NEW HOSPITAL

The Navy Department has awarded the contract for the construction of the new naval hospital at Bremerton Yard to the W. N. Concannon Company of San Francisco. That company was found to be the lowest bidder when bids were opened in Washington several weeks ago. The bid was $143,971. The sum of $150,000 is available for the construction of the buildings and the surplus will probably be used in improving the grounds. Mr. Concannon has successfully fulfilled several large Government contracts at Mare Island.

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NAVY RIFLE TEAM

The rifle team which will represent the navy in the national match this year will spend the remainder of the time before the match in practice on the range at Wakefield, Mass. The team has been practicing on the range at Annapolis under the team captain, Lieutenant T. L. Johnson, and will continue the practice at Wakefield under that officer.

The team of midshipmen which will represent the Naval Academy will commence the summer practice cruise with the other midshipmen, but they will leave the practice squadron on July 9th and proceed to Wakefield for practice until commencement of the national match. Lieutenant Hilary Williams is captain of the midshipmen's team.

* * * *

The battleship Oregon, which has been out of commission at the Bremerton yard for several months, is being placed in condition for early commission and it is probable that she will form the nucleus of the Second Squadron of the Pacific Fleet. The Oregon has already received her new 8-inch guns and stacks. A force of mechanics are erecting the new fire control mast in place of the old after military mast. The Oregon is now moored to the pier at Bremerton and indications are that she will soon be ready for sea service.

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Matrimonial ventures by midshipmen seem to have attracted considerable attention in Washington. An order is out from the Department prohibiting the prospective officers from marrying until they have been given their commissions.

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Boatswain Alexander Hamilton died at Bremerton on May 26th from injuries received on the U. S. S. Philadelphia. A broken anchor chain struck him, crushing his leg and injuring him internally.

TRIAL TRIPS OF MICHIGAN

The trial trips of the new battleship Michigan were held off the coast of Maine on the proving grounds selected by the Navy Department. The specified speed of the Michigan was 18½ knots an hour. She made a maximum of 19.50 knots an hour on her trial trips and averages 18.97 knots an hour. The report of the board of naval officers, who were on board the Michigan during the trial trips, has not been made public, but it is certain that the ship has fulfilled the conditions of the contract and that she will be accepted by the Department.

Contrary to custom, the builders of the Michigan, the New York Ship Building Company of Camden, N. J., did not put the battleship through a series of preliminary tests before she was sent to the official testing grounds. Heretofore companies that have built ships for the Government have universally adopted this plan. The builders of the Michigan declared they had perfect confidence in their skill, however, and sent the ship to the official tests on her first trip.

The argument advanced for this unprecedented course was that ship-building has progressed until there is no element of chance, and the builders should be able to calculate to the most minute detail what a ship will do before she makes a trip in the sea. The action of the Michigan has verified this contention.

The highest speed attained on the four hours' run, unofficially, was 19.50 knots, while the average was 18.95 knots. These figures compare with the official figures of Wednesday's tests of 20.01 for highest speed and 18.976 for an average. The slight falling off may have been due to the conditions encountered farther out to sea. The battleship has been overhauled for the remaining tests, chief among which is the twenty-four hour test at full speed.

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NAVY APPROPRIATION CUT

In accordance with the wishes of President Taft, Secretary of the Navy Meyer and his assistants have trimmed $10,000,0000 from the proposed building appropriation for 1911 for the navy. This will be a serious cut in building cruisers and torpedo boats but will not reduce the number of battleships desired. It is planned to have two battleships authorized in the 1911 budget, each to be of the most improved type, and possibly even larger than the 26,000-ton battleships authorized for the 1910 budget. The Navy Department plans to have a squadron of eight battleships of the popularly called "Dreadnaught" type.

Last year the Department asked Congress to authorize the building of four new battleships, four scout cruisers, ten destroyers, four submarines and three colliers. This program was practically trimmed in half by the committees from the legislative houses. This next year only two battleships will be asked for, with a considerable decrease in attendant ships. It is probable that a fleet repair ship will be in the next budget. The total amount asked will be about $128,000,000.

* * * *

Reports in service papers to the effect that the new 5-inch 50 caliber gun, recently adopted in the British Navy, were far superior to the 5-inch gun in the United States Navy, were somewhat at fault if the recent gun testing of the British Navy indicates aright. British naval officers say the new gun is a failure and is not able to withstand actual battle conditions.

* * * *

The British Home Government has decided to accept the present of Australia of a "Dreadnaught" for the British Navy. Canada has also proposed that she be allowed to build and man several cruisers and gunboats for protection of her own coasts and for an auxiliary to the Royal Navy in time of war.

* * * *

Officers of the revenue cutter service were somewhat perplexed by an order received last month detailing the cutter McCullough for duty at Sacramento, Cal. The cause for the worriment was the fact that the McCullough draws 17 feet of water while the river at Sacramento boasts of but 8 feet at the high water mark. The cause for detailing any kind of a craft to Sacramento was the disregard of small boats of that place for the rules regarding running lights.

Campaign badges issued by the Department recently for service in the Civil War, the Spanish-American War and the Philippine and China campaigns, were restricted to those in the service at the time of issue. An appropriation for badges for those not in the service at the present time, will become available on July 1st and it is expected that the Navy Department will be prepared by that time to commence distribution of them. Those who believe themselves entitled to these badges should make written application to the Navy Department, Bureau of Navigation. The record of service should be set forth, signed by two witnesses in the presence of a notary public.

Boys of the Galveston Enjoying Themselves in Yokohama, Japan

U. S. S. Charleston,
Yokohama, Japan, May 12, 1909.
Editor Our Navy, Yerba Buena.

Sir: At the present time it is raining and as there is a little time to spare will drop and give you a few items from the Asiatic Station. The Charleston, Chattanooga, Cleveland, Denver and Galveston are at present in this port, and the Rainbow with the torpedo flotilla is expected before we leave, so the Third Squadron will be pretty well represented soon. Three English armored cruisers are here also; one protected and three torpedo boats add to her list. The French cruiser DeEntrecasteaux has been here until day before yesterday, when she left, presumably for St. John's.

Every one has been enjoying fine liberties here and in Tokyo, and the Tokyo Electric Company has made everything free for the American sailors. In Tokyo the summer festival is on and every one is welcome there as well, all transportation between Yokohama and Tokyo on the electric trains being free.

Dr. Austin acted as guide to a party of about eighty from this ship and yesterday was spent in seeing the interesting places in and around Tokyo. We left the ship at 8 A. M. and had a very delightful day. We visited many of the museums, both national and military, and also saw the tombs of the older rulers and Shoguns. We visited some of the temples and altogether had a very pleasant day. The most interesting part to me was the Emperor's palace and grounds. These are surrounded completely by a large stone wall, and around this is the usual moat, which is sufficient guarantee that no entrance will be effected and the residents surprised by a sudden attack. We were not allowed to enter the grounds as that is a privilege enjoyed by none but the royal family and distinguished visitors. Dr. Austin, who has resided here for thirty-six years, has never been inside these sacred domains, so we did not think it would be very probable that we would be allowed to enter so made no attempt. We were, however, permitted to see some of the royal family as they drove out of the family entrance while we were looking around the outer park.

We were treated to an exceptionally fine dinner at one of the best hotels, the name of which I fail to remember. Suffice it to say that the service was first-class and the cuisine all one could wish for. After dinner we had our pictures taken in front of the statue of Buddah and I shall try and get one and send it to you for insertion later if space will permit.

We visited several interesting shows, wrestling matches, etc., and at 6 o'clock returned to the ship all under obligations to Dr. Austin for his kindness in showing us these very interesting places, which we never would have found had we been alone. When it is remembered that Tokyo has a population of almost two million and covers as much ground as London you can imagine what one unaccustomed to such a place would have to contend with were he trying to see these places without a competent guide.

Your correspondent, "AG."

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FIND FAULT IN ARMOR.

One of the big armor plates for the battleship North Dakota, now building at the Fore River yards in Quincy, Mass., has been rejected by a board of naval officers after a most severe test.

The plate had been put in place on the ship when it was found that it had blistered. Captain Hubbard and Captain Saunton, both members of the general board of the navy, were appointed a board of investigation. They acted with Commander Krepper of the Bureau of Ordnance.

The board found the plate in excellent condition except for the slight spalling, which was deemed fault enough to reject the plate even after it had been placed in position and to order the builders to replace it.

Another plate on the battleship Delaware was thought to be defective, but after an exhaustive test the board decided that this latter plate was capable of withstanding all the strains imposed upon new plates by the Navy Department, so it was accepted and will form part of the permanent armor of that new ship.

* * * *

The new group of buildings for the Naval Academy at Annapolis has been practically completed and next year the cadet corps will see a rehabilitated academy.

TO PRESERVE AMMUNITION

A system of cooling ammunition magazines was installed on the battleship Iowa some time ago to ascertain its efficiency. Reports are to the effect that the system has given satisfactory results and the Navy Department will commence the installation of similar plants on the ships of the Atlantic and Pacific Fleets. The system prevents the deterioration of explosives by maintaining an equal temperature in the magazines.

* * * *

The Navy Department has at last decided to reward a long deserving quota of the American bluejacket by offering prize money for proficiency in work in the engine room of naval vessels. This is the result of the necessity for economical maintainance of warships revealed by the recent cruises of the Atlantic and Pacific Fleets. The order in part is as follows:

"The Department has determined to establish yearly competitive steaming contests between battleships, armored cruisers, torpedo boat destroyers and torpedo boats. The rules for competitive steaming are laid down to assure fair competition and must be rigidly adhered to as the first requisite of any successful competition.

"In order that progress may be made in this branch of training afloat it is directed that at the end of each yearly competition each commanding officer and senior engineer officer will submit a report setting forth any methods adopted to increase economy that they may deem worthy of note, and also any suggestions looking to the improvement of the rules as laid down. It is strictly forbidden to endeavor to save coal by restricting the use of power necessary for the proper training of the personnel, the general health of the crew and efficiency of the ship.

"The standards for the different classes of vessels have been established from experience gained in the past and from data obtained from past performances of the battleships and armored cruisers; and while certain ships may be favored in some instances, every effort will be exerted by the Department to adopt such measures in improving the machinery as are demonstrated to be necessary in order to even conditions.

"The winning vessels will receive suitable trophies which will be carried for the following year in some conspicuous place, and the name of the vessel, with the year she won it, will be inscribed on each trophy. The commanding officer and engineer officers of the winning vessels will receive commendatory letters from the Department, copies of which will be filled with their records. Money prizes will be given to the men of the engineers' force of the winning vessels as set forth below, but no man not actively engaged on his station in the engineer department during one of the full power trials will be entitled to prize money. Shares are assigned to men of different rating as follows:

"Chief petty officers, $15; petty officers, first class, $10; petty officers, second and third class, $8; firemen, first class, $7; firemen, second class, $6; and coal passers, $5. These prizes are to be paid in the same manner as gunner prizes, and are to be exempted from checkage by sentence, and instructions governing the competitions will be issued from time to time and will be considered confidential.

"The competition will be under the direction of the Bureau of Navigation, through the office of target practice inspection."

* * * *

THE ATLANTIC FLEET

The Navy Department has approved a tentative itinerary for the Atlantic Fleet this summer. It will be entirely in home waters and will be simply to keep the ships and men in the best working condition. All the ships will be fitted with one of the new military masts and will present quite a different appearance to the citizens in the several towns they will visit on the Atlantic Coast.

The itinerary calls for the ships to leave their home ports on June 17th and assemble with the flag at Hampton Roads. Rush work was done on several of the ships to allow them to be at Hampton Roads on schedule time. From Hampton Roads the fleet will proceed south to the "southern drill grounds," where a part of the annual battle and fleet manouvers will be gone through with. The latter part of June they returned to Hampton Roads and left July 1st for ports on the New England coast, where the men will be given liberty on July 4th. The towns visited by the different ships that day will be Boston, Marblehead, Gloucester, Rockport, Portsmouth, Portland, Booth Bay, Penobscot Bay and Eastport. The fleet assembles at Rockport, Mass., on July 7th and leaves that day for Provincetown, Mass., for drills and manouvers. On August 5th they leave for Hampton Roads and on August 14th for the "southern drill grounds" again. Fall target practice will start August 19th at Guantanimo Bay, Cuba.

Serving Out Mail, U. S. S. New Hampshire

GET JOB AT MARE ISLAND

The Healey-Tibbits Construction Company of San Francisco was the lowest of eight bidders for the construction of about 1,500 feet of timber dikes, forming part of the channel controlled works at the Mare Island Navy Yard. Its bid was $52,840. The next lowest proposal was $120 more.

* * * *

FIVE DESTROYERS ORDERED

Contracts have been awarded by the Navy Department for four torpedo boat destroyers and a contract will be given for a fifth vessel of this type. The vessels are to have a speed of 29½ knots. Following are the awards:

Bath Iron Works, 24 months, $659,500; New York Shipbuilding Co., 22 months, $548,000; William Cramp & Sons, 24 months, $637,000; Newport News Shipbuilding Co., 24 months, $629,000; Fore River Shipbuilding Co., for the fifth destroyer, delivery in 24 months, $644,000.

* * * *

The Pine Tree Magazine, a periodical published on board the battleship Maine, under date of Guantamano Bay, March 25th, has a poetic tribute to the boys below decks, two stanzas of which read thus:

"There's a gang behind the engine,
It's the undershirtless gang;
They hang out there together,
There's no other place to hang.
When a hot drop falls upon them,
There's a sudden cringe of pain,
Then they gently rub the sore spot
And get on the job again."

* * * *

Rear Admiral H. N. Manney, U. S. N., retired, who has been in charge of the new coaling station at San Diego, Cal., will be relieved from that duty in accordance with the plan of the President to employ as few retired naval officers as possible on active duty. Rear Admiral Manney will be succeeded at San Diego in charge of the new project by Civil Engineer Frank T. Chambers, U. S. N., who has been on duty in the Bureau of Yards and Docks in the Navy Department. Civil Engineer Chambers will leave Washington so as to take charge at San Diego a few days before the beginning of the next fiscal year. Work on the San Diego coaling plant has progressed slowly, the only thing there, being a wharf. Under Civil Engineer Chambers the project will be developed.

* * * *

Repair work on the battleships Kansas, Georgia and Idaho was rushed the first part of the month and those vessels were able to leave Brooklyn Navy Yard on June 15th to join their flags at Norfolk and to prepare for the summer cruise along the New England Coast.

CONTRACT FOR DOCK AWARDED

Contracts will be made by the Navy Department with the San Francisco Bridge Company for the construction of the new dry dock at Pearl Harbor, Hawaii. This company presented the next lowest bid, $1,723,000 in amount. The lowest bidder notified the Department that he was not prepared to put up a bond for fulfilling the contract. The price named by the successful bidder is considered reasonable in amount, in view of the conditions which prevail at Honolulu, where the cost of labor is high and material difficult to obtain.

Everything is now in readiness for commencement of work on the dock, which it is hoped to complete within 32 months. The work will be in charge of Civil Engineer Charles W. Parks, of the navy, who will be assisted by Assistant Civil Engineer Glenn S. Burrell, of the navy.

It was originally intended that this dock should be 1,200 feet long, but it was found upon receipt of bids for construction of a dock of this length that not sufficient funds were available. Therefore it was necessary to revise the plans to call for a dock 620 feet long. The construction will be such that the dock may be easily lengthened at a future time. Arrangements have been made with the contractor for effecting this change if an additional appropriation is made before the dock is completed. For the purpose of permitting future extension of the dock the side walls will be built exactly as if the long dock were to be constructed, and a concrete wall will be built across the land end, forming a closed basin. The concrete wall or head is to be built in such manner that it can be easily removed, while at the same time its construction is such that it will last as long as the balance of the dock in case Congress does not authorize the lengthening of the dock at some time in the future. The dock called for by the revised plans will accommodate the largest battleship built or contemplated.

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NEW SUBMARINES FOR PACIFIC

Superior to anything which has ever been attempted heretofore in the way of under-water fighters are expected to be the two submarine torpedo boats Carp and Barracuda, which are now being constructed by the Union Iron Works. They represent the latest improvements in submarine and torpedo boat designing in this or any country.

When the Carp and Barracuda are completed, and two similar boats, the Pickerel and the Skate, now being constructed at the works of Moran Brothers at Seattle, are commissioned, the four being added to the Grampus and the Pike, already in commission but of an older type, the Pacific Coast waters will have a fleet of six efficient submarines.

The building of these submarines represents a policy of the Navy Department to provide the Pacific Coast with an adequate means of defense at as early a date as possible. With their minimum radius of action of approximately 2,400 miles, and a maximum radius that will be in the neighborhood of 3,200 miles, these vessels will be able not only to go from point to point on the Coast under their own power, but will easily be able to go to the Hawaiian Islands without assistance.

That this class of boats can be reconstructed at comparatively small cost and much more quickly than any other type of war vessel makes possible the building of a fleet of them sufficient for coast defense, in conjunction with land fortifications, within a very short time.

The Carp and the Barracuda will be larger and superior to the Octopus, which won the competition conducted by a naval board at Newport two years ago. The new boats for the Pacific will be of the same general type as the Octopus, but with later improvements and somewhat larger, having a displacement of about 400 tons.

Greater speed will also be attained by the Pacific Coast boats than has ever been possible before, not even excepting boats of the great French submarine fleet or those of Great Britain. It is admitted by the builders that the Government will exact a surface speed of fourteen knots an hour for the Carp and the Barracuda, and that something more than eleven knots will be required as a submerged speed. It is the expectation of the builders, however, to exceed even these high speeds.

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HAWAIIAN WEDDING

The editor of the West Virginia "Ditty Box" has described a wedding in Hawaii. Whether fancied or real, it is worth reading and smiling over:

"At Honolulu some of us had the pleasure of witnessing a native wedding which, from our point of view, was certainly a hummer. Of course the Hawaiian Islands are about as civilized a place there is outside of the United States, but you need not take this story too seriously, as it is only a sailor yarn, spun mostly to fill up space. But I am digressing from my story so will get back on the proper course. One of the boys happened to be a former society reporter for a Weehawken newspaper before he enlisted, and the following is the way he described the affair in a letter to his folks:

"The bride was fair, yet homely. She had the look Carrie Nation used to wear when about to raid a saloon. The kind of looks that makes a Kentuckian wonder what moonshine will be a quart. Her gown was cut simple, but blended perfectly with the surrounding atmosphere; in fact, everything was in harmony. The gown was designed by Paquin and was made of gunnysacks, pleated, with sunflowers planted where they would show to the best effect. The waist was shirred, with scalloped sleeves; around her neck was a horseshoe that was once worn by Maud S., while in her hand she carried a bouquet of artichokes. The bridegroom was there but didn't say much."

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The new collier Hector, the third of three big vessels being built on the East coast, will be ready to skid the ways some time during the first part of July. The Mars was launched first and the Vulcan followed. These ships, with the Prometheus, nearing completion at Mare Island, will form the nucleus of a collier fleet for the United States.

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A board of rear admirals met July 1st, 1909, for the purpose of examining officers above the grade of lieutenant commander for compulsory retirement.

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The Legislature of Florida has appropriated $10,000 for the purpose of procuring a silver service for the battleship that will bear the name of that state.

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The American colony in Havana decorated the wreck of the old Maine on Memorial Day with wreaths, flowers and colors. The ensign on the wreck was half-masted in honor of the American dead.

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The Italian Government is purchasing scrap iron in San Francisco, Oakland and other Western cities for the purpose of converting that material into armor for new Italian battleships.

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In order to cut down the current expenses of the navy the Department has announced that only sixteen battleships will be kept in commission during the coming year. The remaining battleships will be placed in first and second reserve and the crews distributed among the battleships in commission. Some ships are expected to have as high as 1,100 men aboard.

The Connecticut Naval Reserve has been ordered to report for duty aboard the ships of the Atlantic Fleet during the summer manouvers. Sixty men of the reserve will go to each ship.

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The battleships Maine and New Hampshire have been released from dry dock at Portsmouth Navy Yard and will join their flags as soon as possible.

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The baseball team of the U. S. S. Wisconsin defeated the Portsmouth marine team on June 8th by a score of 15 to 11.

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MOVING PICTURES IN NAVY

The uses to which motion pictures may be put are many and varied.

For educational purposes in schools they have assumed importance scarcely second to textbooks. In church work they have become a factor, and in political campaigns and for advertising schemes their value has long been recognized. They are also used for recruiting purposes in the army and navy, for the amusement and education of deaf mutes, exiles in the leper colonies, sufferers in hospitals, and on ocean liners to influence the immigrants to go West. Studies in botany and horticulture, showing the progress of plants from the planting of a seed to the fruition of the plant has been made, and naturalists and hunters have applied them with equal advantage.

Now come the newest and most important phases of all.

The Motion Picture Patents Company has issued a license to the United States Navy to operate under its patents in making motion pictures of battleships in action.

The camera will be adjusted after the fashion of the compass, so that it will remain level in spite of the pitching and tossing of the ship. Pictures will then be made of the various vessels under full speed firing at a target. The result will be shown on a screen, as in a regular motion picture show, before the naval board, thus enabling them to study the relative merits of the different classes of vessels, their methods of handling and firing, their efficiency, etc.

This will be the first time in the world that motion pictures have been so applied, and the scheme is likely to be of great value to the navy, especially in the ordnance department.

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Employees at Navy Yards and Naval stations will get a half holiday on Saturdays during July, August and September.

THE BEACH AT WAIKIKI

From "A Sailor's Memoirs"

By Alfred E. Bennett, U. S. N.

There's a twinkling and a tinkling
Of a lukulele's tune;
There's the showers and the flowers
Of a warm, perpetual June
On the Beach at Waikiki.

Dear old Kipling, do you say
That your "Road to Mandalay"
Is the place of all the places in the East?
You are then mistaken, sir, to say the least.
For I know an island clime
That is perfect, like a rhyme;
Lying half in East and half in West,
And unlike your "Mandalay,"
Where the flying fishes play,
In this place the worst is like the best.

When I'm tired of work and scheming
and disgusted with my lot,
Then I give myself to dreaming
Of this fair, enchanted spot.
And I drift in memory
To the Beach at Waikiki.

Where I saw the swimmers plashing
And the surf-boats lightly ride
On the cool, green rollers dashing
To the tropic garden's side.
And a half-caste girl I see
On the Beach at Waikiki.

"Her coat it wasn't purple,
And her cap it wasn't green,"
She didn't take that trouble,
She had nothing bad to screen.
"You I want for my Ee-po,
Pretty mans, I like you so,"
Whispered charming Ola-ee,
And she smiled a smile at me,
On the Beach at Waikiki.

All the meddling missionaries
Minding other folks' affairs,
Failed to spoil this island fairy's
Life, or teach her pious airs.
So I held her little hand
Out there in Kanaka-land,
As we two swam in the lee
Of Diamond Head at Waikiki.

She never got a conscience shock
While indulging little moods,
She had never heard of Comstock
Or Association Prudes,
And her dance was naive and free
On the Beach at Waikiki.

When I think of stiff conventions,
And these tiresome proper things;
Hear long ethical contentions
By these "angels" without wings,
Then I long for harmony
And the Beach at Waikiki.

O the thrilling, love distilling,
Tender lukulele tune,
O the hours 'neath the bowers,
O the never-ending June,
And the dusky Ola-ee
On the Beach at Waikiki.

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FORTS VERSUS NAVY

Under the heading of "Forts vs. Navy" Paul Thieman, one of the most forcible editorial writers of the newspaper world, avers that although it is an accepted fact that ships can not combat forts successfully, navies are the most important weapon of defense a country can possess. He argues as follows:

"Admiral Sebree's assertion that our coast cities are defenseless involves a new military point. This new war theory is of great interest, at least.

"It is that great, heavy, costly coast defense works are a handicapped expenditure. The new military thought is that it is better to put the money into mobile fleets and mobile land forces.

"The idea of forts to protect seaports is deeply rooted and hard to put aside.

"However, the new theory appears plausible. It holds that, no matter how powerful the ocean-directed works and guns, of course an invading army would and could land far on the flank and march on the supposedly well-protected fort in the rear.

"Sea coast fortifications, of course, are built against an attack by a fleet—not against siege by an army.

"And no admiral would be so foolish as to range his ships squarely upon heavy shore batteries. No battleships can overcome great modern forts with their fixed zones of range and fire.

"No fleet could overcome New York's shore batteries.

"Even if the attacking fleet could pass the batteries it could not hold the city save with the menace of bombardment. And the rules of modern war do not permit such vandalism. It will be remembered that Dewey had to send for an army to take Manila.

"To occupy and hold New York or San Francisco the enemy would have to come with an army.

"His ships would make a diversion against the seacoast defenses while the troops were being landed at some point lacking defense.

"Therefore—so this new theory goes—the only common-sense way to prevent attack is to have a great fleet, which could engage the enemy's naval convoy. Whatever the final result of battle with his heavy ships the fight—in its swift outset—would be one of utter havoc for the helpless troopships. He would have to send his fleet first and bottle or annihilate the protecting fleet. And harbor defenses lead to the bottling process.

"An instance would have been if the Spaniards had possessed enough naval force—or had kept at sea so as to rip through our transports at night on their way to Santiago de Cuba.

"It will be remembered that our army was not permitted to sail from Tampa until it was sure that Cervera's squadron was bottled up within Santiago's defenses.

"And the seaward works of that stronghold were of no avail except to keep our fleet out.

"Schley's and Sampson's squadrons—having bottled Cervera in the harbor—enabled the army to land and invest the city. And the army drove Cervera out.

"That experience seems to sustain the theory that warships, not seaward defenses, are the thing.

"To be sure, if Santiago had not had shore batteries, Sampson could have gone in. But he could not have gone in without fighting Cervera. And so, after all, it was the ships—not the batteries.

"And so the old idea of shore works is now said to be obsolete.

"That is the theory. It does not show that coast defenses may be abolished. But it does show that the best defense for our great seacoast cities, New York, Boston and San Francisco, is a great navy."

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FILIPINOS ROB NAVY YARD

Having missed property of various kinds from the Navy Yard at Cavite for some time, the officials there decided to make a surprise search of Filipino employees leaving the yard to ascertain if the mystery could be solved in that way.

A marine guard suddenly surrounded a gang of several hundred, among whom were forty having various articles concealed about their persons. The latter were arrested.

It is estimated that seventy-five managed to throw their loot away before they were captured.

COST OF WARSHIP BUILDING

The parliaments of nations for many months have resounded with speeches attempting to analyze the warship situation in Europe, but the real facts can be better grasped from the recent figures given out by the various government bureaus of statistics.

Thus, during 1908 and early in 1909, the total number of tons in war vessels absolutely launched amounted to just about 260,000 tons, including war craft of every class. The precise amount was given out as 259,435 tons.

This weight was distributed in about twenty vessels, of which ten great battleships absorbed 174,000 tons, making the average a trifle over 17,000 tons. Germany leads in this naval construction with four superb vessels, averaging 18,000 tons and one armored cruiser of 15,000 tons.

England lagged behind with merely two Dreadnaughts of 21,000 tons each. Austria put a 15,000-ton battleship in the water. This is significant, especially as Austria has suddenly announced a naval construction program of new and startling size. Austria announces four new Dreadnaughts, and it is supposed by European experts in diplomacy that these ships are actually being subsidized by the Kaiser's government. Thus Germany and Austria, which are close allies, are suspected of playing into each other's hand and England still finds herself attempting to live up to the historic preeminence of a British navy equal to that of any two European nations.

The United States launched only two first-class battleships, the Michigan and South Carolina, each about 18,000 tons in weight, and so in the Dreadnaught class of fighting ships.

Brazil has one first-class battleship, the Minas-Geraes, 20,000 tons, that is almost completed. Italy launched three armored cruisers of a fair weight and armament, but that country has lost most of its naval importance, while Spain and Russia are relatively put out of the warship business because of their respective conflicts with the United States and Japan.

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PACIFIC FLEET TO GO NORTH

Later advices concerning the Pacific Fleet state that the big cruisers will leave San Francisco Bay near the latter part of October for Alaskan waters, thence to Japan and the Philippines. Australia will then be visited, and then the Chinese ports. The reason for the northern tour is in order to acquaint the fleet with battle conditions in heavy fogs such as abound along the coast of Alaska.

NAVAL ENGINEERING

The Secretary of the Navy has undertaken an important step toward the resumption of naval engineering as a specialty among officers. Since the enactment of the personnel bill, which merged the old engineer corps with the line, there has been a decrease in the number of officers assigned to engineering duty, although some attempt has been made to have line officers stand watch in the engine rooms of ships. There have occasionally been details of junior officers for instruction in naval engineering, but the system has not been carried out regularly, and nothing of the kind was attempted in the absence of the Atlantic fleet on its cruise around the world. It was promptly pointed out to Secretary Meyer that the time would soon come when there would have to be another branch to take the place of the old engineer corps, and it is believed by some that the present chief machinists would naturally aspire to this advancement. In any event, it was considered that there were advantages in having the duties of naval engineers performed by commissioned officers, especially that duty which has to do with the design of marine engines. It is now proposed to establish a course in that work at the Massachusetts Institute of Technology, at Boston, where there is a course of instruction for naval constructors.

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THE THIEVING CUNARDER

The captain of a large steamer was once filling up his crew for a long voyage, when a seaman came up and said:

"I want to sail with you, sir."

"All right, my man," said the captain; "and where have you sailed before?"

"P. and O., sir, to Austrilia."

"What countryman?"

"An Oirishman," was the ready response.

"Well, you must get a character."

The discharge was obtained, and, as the Irishman was presenting it, another seaman came up and said he wanted to join.

"What line were you on before?"

"Cunard, sir."

"What countryman?"

"English, your honor."

"All right, go forward."

Shortly after, as the two men were swabbing the decks in a heavy sea, the Englishman was swept overboard, bucket and all. Unmoved, Paddy finished his job, then went to the captain's cabin.

"Come in," responded the officer to his rap. "What's up now?"

"You moind Bill Wilkins, the Englishman and Cunarder?" queried Pat.

"Yes, surely, my man."

"You took him without a character?"

"I believe so; what of that?"

"Well, he's gone off wid your bucket."

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ADMIRAL DETACHED

Rear-Admiral W. T. Swinburne, Commander-in-Chief of the Pacific fleet, has been ordered to special temporary duty at the Navy Department in Washington. He will serve on the board which meets June 1st to select officers below the grade of Captain for compulsory retirement. This board reports its findings to the President as soon as practicable after July 1st.

Admiral Swinburne will retire August 24th. He will be succeeded in command of the Pacific fleet by Rear-Admiral Uriel Sebree. Orders were issued changing the arrangement of the vessels of the Pacific fleet on May 15th, by making the vessels of the present second division constitute the first division and the armored cruiser Tennessee as the flagship of the Commander-in-Chief. The vessels of the present first division after that date will become the second division of the fleet, with the West Virginia as flagship of Rear-Admiral Edward B. Barry.

Commander R. Welles, executive officer of the battleship New Hampshire, was ordered to command the gunboat Vicksburg, which shortly will go into commission at the Mare Island Navy Yard, and proceed to the Atlantic coast for duty in West Indian waters.

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WHERE BULLETS ARE THICKEST.

The Adjutant had lectured a squad of recruits on company drill, battalion drill and every other form of movement that he could think of, and at last threw in a little instruction of his own personal behavior in the face of the enemy.

"On the field of battle a brave soldier will always be found where the bullets are thickest, you understand. Private Jones, where would you be found, then, on the battlefield?"

Private Jones: "In the ammunition wagon, sir."—Tit-Bits.

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A Mr. Alexander Chesslin, of St. Louis, Missouri, has stated that he is negotiating with the Navy Department concerning the application of the gyroscope to warships. He claims that his invention will greatly assist navigation and acclaims that his instrument will be used on all ships in the future.

U. S. Naval Hospital, Sitka, Alaska

NOTES FROM MARINE BARRACKS, SITKA, ALASKA

May 29th, 1909.

A detachment of marines, under orders from the Major General Commandant, acting upon request of the Attorney General of the United States, was sent from the barracks May 3d, in charge of First Sergeant Holt, to accompany United States Deputy Marshal A. G. Shoup, as a posse comitatus, for the purpose of arresting certain Japanese reported as illegally stealing in United States waters some fourteen miles from Sitka.

The detachment of eighteen men left on board a local gasoline launch about 4:30 p. m., returning at 9:30 p. m., bringing in tow the 70-ton Japanese schooner "Kaise Maru," and her crew of thirty fishermen, who were promptly assigned quarters in Sitka gaol. On May 13th the United States revenue cutter "Rush" arrived from Seattle, and took the Japs to Juneau for trial by the Federal authorities. During the stay of the "Rush" in port a ball game was played between her crew and the marine nine, resulting in the discomfiting score, to the former, of 24 to 1 in favor of the marines.

The revenue cutter "Perry" came up from Seattle May 25th, and having coaled at Japonski Island, sailed for her station at Unalaska.

The United States lighthouse tender "Columbina" was also in port May 26th.

The following changes took place in the personnel of the station during the month:

Private Hugh Espey was transferred to Bremerton, Wash., May 1st; David Haag, electrician second class, U. S. N., was relieved from duty at the wireless station and left for the Puget Sound Navy Yard, May 8th.

Sergeants Thomas Costello and James Ayling, U. S. M. C., left post May 24th, the former for duty at the Brooklyn Navy Yard, and the latter at the Puget Sound Navy Yard.

On the evening of May 28th the marines defeated the representatives of the Indian village in a game of ball, the score being 7 to 6.

The picture of the United States Naval Hospital sent herewith is by Mr. E. W. Merrill, of Sitka. This building was for many years the official residence of the Russian Governor of Alaska, and later of some of the American Governors. It is commanded by P. A. Surgeon C. C. Grieve, U. S. N. Hospital Stewart League, U. S. N., and Apprentice First Class E. C. Cannon, Hospital Corps, U. S. N., are on duty with him.

R. Monckton Dene,
U. S. M. C.

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The policy of the new administration in relieving many retired officers of the duties they have been performing and sending officers on the active list to these posts has started. Many of the retired officers have been ordered home and younger men sent to relieve them.

NAVAL MEDICAL RESERVES

The Secretary of the Navy has approved the recommendation of the Surgeon-General for the establishment of a Naval reserve medical corps similar to that recently organized in the Army. This is to be in connection with the development and reorganization of the Naval Militia, and was among the recommendations made by Surgeon-General Rixey this year. It is purposed to establish the reserve corps on the same basis as that branch of the Army Medical Department, and to commission in the Navy medical reserve corps the provisionally qualified candidates who are examined with a view to appointment in the regular Medical Corps of the Navy. By this means they will serve a probationary period, during which they will be specially instructed at the Naval Medical School, in Washington. This branch will enable the Navy Department to obtain contract surgeons to assist the regular doctors at Naval hospitals, and will afford the means of expanding the Medical Corps in time of war.

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It is reported in naval circles that Germany will launch at least nine new warships before this year is closed. These will include two large battleships of the all-big-gun type, two large cruisers and the remainder torpedo and submarine boats.

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The Denver, Chattanooga, Cleveland and Galveston have been ordered to report to their respective Navy Yards for surveys and repairs amounting to $210,000.

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The Navy Department has practically decided to substitute oil for coal in torpedo boats and the idea of using oil on battleships has not yet been discarded. The monitor Cheyenne has been used as an experimental boat. The most serious question in the proposed change of fuel is the necessity of dotting the world with supply stations. Oil is hard to find, that is oil that can be used for steaming is hard to find, and, consequently, the navy will be forced to have a great many supply stations.

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You can't always tell a sailor by the way he talks. The ones who use the most sea-going phrases are sometimes the landlubbers while the reverse is often true. Many, in fact the great majority of modern bluejackets have better than a common school education and talk well.

ONE LIVES AND LEARNS.

And old captain and his mate went into a restaurant near the docks and ordered dinner. The waiter placed a plate of curious liquid before them.

"I say, young fellow, what's this stuff?" shouted the captain.

"Soup, sir," replied the waiter.

"Soup?" shouted the old sea dog.

"Soup? Bill"—turning to his mate—"just think of that! Here you and me have been sailing on soup all our lives, an' never knowed it till now."—Pearson's Weekly.

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MOVEMENTS OF VESSELS

The Navajo was placed out of commission at the Navy Yard, Puget Sound, Wash., on the 12th instant.

The Leonidas was placed in service on the 11th instant at the Navy Yard, Portsmouth, N. H., with a merchant complement.

The St. Louis has been ordered to make the following cruise:

Port	Arrive	Leave
Mare Island, Cal		June 15
Honolulu	June 21	July 2
Suva, Fiji Islands	July 11	July 21
Tutuila, Samoa	July 23	July 30
Honolulu	Aug. 9	Aug. 14
Bremerton, Wash.	Aug. 20	....

The date of the completion of the repairs on the battleships of the Atlantic Fleet has been extended from June 15th to June 25th.

The Fortune was placed in commission on the 9th instant at the Navy Yard, Mare Island, Cal., for duty as parent ship of the submarines now at Mare Island (Grampus and Pike).

The Cheyenne was placed in "First Reserve" at the Navy Yard, Mare Island, Cal., on the 8th instant.

The Lake Champlain Boat Expedition has been organized, consisting of the torpedo boat Manly, now at Annapolis, and two steam launches, now at the New York yard. The expedition will proceed to Lake Champlain, via the Hudson River and canals, to participate in the celebration to be held on that lake July 5th to 9th. Upon the completion of this duty the Manly will return to Annapolis, and the steam launches to New York.

The Scout Cruiser Division (Chester, Birmingham, and Salem) will return home, at Boston, Mass., about the 1st of July.

The Salem will be at Salem, Mass., on July 25th to receive certain gifts to be presented to the ship by the city of Salem.

The Montgomery has been assigned to duty with the Atlantic Fleet.

The supply ship Celtic has been assigned to duty with the Atlantic Fleet.

The mail address of the Tennessee, Washington, Pennsylvania and Colorado, will be in care of the postmaster, Seattle, Wash., until further notice.

The Atlantic Torpedo Fleet has been organized as follows:

Atlantic Torpedo Fleet—Dixie (parent ship).

Atlantic Torpedo Flotilla—First Division: Worden, Blakely, DeLong, Shubrick. Second Division: Macdonough, Wilkes, Tingey, Thornton. Third Division: Stockton, Porter, Dupont, Biddle.

Atlantic Submarine Fleet—Castine (parent ship); Nina, tender.

First Submarine Flotilla—Octopus, Cuttlefish, Tarantula, Viper.

The Atlantic Torpedo Fleet will be assigned to duty with the Atlantic Fleet when the battleships assemble at Hampton Roads about the 15th instant.

The Winslow has been detached from the Reserve Torpedo Flotilla and loaned to the Massachusetts Naval Militia.

The following is the tentative itinerary for the Atlantic Fleet for the coming summer:

June 17th, ships leave their "home" ports and assemble at Hampton Roads.

June 18th, proceed to Southern Drill Grounds.

June 24th, return to Hampton Roads.

June 29th, leave Hampton Roads for New England ports, to give liberty and spend Fourth of July.

July 2d, ships will disperse to various New England ports—Boston, Marblehead, Gloucester, Rockport, Portsmouth, Portland, Booth Bay, Penobscot Bay, Eastport.

July 7th, fleet reassembles at Rockport, Mass., and leaves same day for Provincetown, Mass.

July 10th, arrive at Provincetown, Mass., for drills and exercises.

August 5th, leave for Hampton Roads.

August 9th, arrive at Hampton Roads.

August 14th, leave for Southern Drill Grounds.

August 19th, commence record target practice.

The Buffalo left San Francisco June 29th for a trip to the Asiatic Station and return. The following is the vessel's itinerary, the dates are approximate, but the schedule will be followed as closely as possible:

Port	Arrive	Leave
San Francisco		May 29
Honolulu	June 6	June 13
Guam	June 26	June 27
Woosung	July 4	July 7
Manila	July 12	July 25
Guam	July 31	Aug. 4
Honolulu	Aug. 18	Aug. 23
San Francisco	Aug. 29	....

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ITINERARY OF NAVAL ACADEMY PRACTICE SQUADRON

Olympia, Chicago, Hartford, Tonopah—Summer, 1909

Leave Annapolis...........June 7th, Monday
Arrive Hampton Roads...June 10th, Thursday
Leave Hampton Roads.....June 14th, Monday
Arrive New London....June 16th, Wednesday

June 16th, Wednesday, to July 26, Monday, cruise in vicinity of New London. Anchor in the port Friday afternoons and sail Monday mornings for drill grounds.

Leave New London........July 26th, Monday
Arrive Newport............July 26th, Monday
Leave Newport...........July 29th, Thursday
Arrive Boston...............July 30th, Friday
Leave Boston.........August 4th, Wednesday
Arrive Portsmouth....August 4th, Wednesday
Leave Portsmouth.......August 7th, Saturday
Arrive Portland.........August 7th, Saturday
Leave Portland.........August 10th, Tuesday
Arrive Bath..........August 11th, Wednesday
Leave Bath..........August 18th, Wednesday
Arrive Newport..........August 20th, Friday
Leave Newport..........August 23d, Monday
Arrive Hampton Roads....................................August 25th, Wednesday
Leave Hampton Roads.August 26th, Thursday
Arrive Annapolis.........August 27th, Friday
Midshipmen disembark..August 28th, Saturday

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MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED JUNE 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At
*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Panama.
*Adder, submarine; Norfolk.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Zamboango.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Hampton Roads.
*Biddle, torpedo boat, 175 tons; Norfolk.

*Birmingham, scout cruiser, 3,750 tons; Funchal.
**Buffalo, auxiliary, 6,000 tons; sailed for Guam.
*Blakeley, torpedo boat, 175 tons; New York.
*Bainbridge, torpedo boat destroyer, 420 tons; Nagasaki.
*Barry, torpedo boat destroyer, 420 tons; Nagasaki.
**Colorado, armored cruiser, 13,680 tons; Bremerton.
**California, armored cruiser, 13,680 tons; Mare Island.
*Connecticut, battleship, 16,000 tons; Navy Yard, N. Y.
**Charleston, cruiser, 1st class, 9,700 tons; Vladvistok.
**Chicago, cruiser, 2d class, 4,500 tons; New London.
**Cleveland, cruiser, 3d class, 3,200 tons; Vladvistok.
**Chattanooga, cruiser, 3d class, 3,200 tons; Vladvistok.
**Chauncey, torpedo boat destroyer, 420 tons; Nagasaki.
**Concord, gunboat, 1,710 tons; Guam.
*Culgoa, supply ship, 5,725 tons; Navy Yard, N. Y.
*Constellation, sailing ship; Newport.
*Cumberland, sailing ship; Newport.
*Cuttlefish, submarine; Norfolk.
*Chester, scout cruiser, 3,750 tons; Funchal.
**Callao, gunboat, 243 tons; Yangtze River.
*Castine, gunboat, 1,117 tons; Norfolk.
**Cheyenne, monitor, 3,225 tons; Mare Island.
*Cushing, torpedo boat, 105 tons; Charleston.
*Celtic, supply ship; Navy Yard, N. Y.
**Davis, torpedo boat, 154 tons; Mare Island.
**Denver, cruiser, 3d class, 3,200 tons; Vladvistok.
*Des Moines, cruiser, 3d class, 3,200 tons; Boston.
**Dale, torpedo boat destroyer, 420 tons; Nagasaki.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Norfolk.
*Dubuque, gunboat, 1,085 tons; New Orleans.
*Dolphin, gunboat, 1,486 tons; Annapolis.
*Dupont, torpedo boat, 165 tons; Norfolk.
*Dixie, transport; Philadelphia.
*Ericsson, torpedo boat, 120 tons; Charleston.
**El Cano, gunboat, 620 tons; Cavite.
*Eagle, converted yacht; Annapolis.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
*Georgia, battleship, 14,949 tons; Philadelphia.
**Galveston, cruiser, 3d class, 3,200 tons; Yokohama.
**Goldsborough, torpedo boat, 255 tons; Mare Island.
*Gwin, torpedo boat, 46 tons; Newport.
**Grampus, submarine; Mare Island.
*Glacier, supply ship, 7,000 tons; Mare Island.
*Gloucester, yacht; Boston.
**Hopkins, torpedo boat destroyer, 408 tons; San Diego.
**Hull, torpedo boat destroyer, 408 tons; Mare Island.
*Holland, submarine; Norfolk.
*Hannibal, collier; Guantanamo.
*Hist, converted yacht; Corrientes Bay.
*Hancock, receiving ship; New York.
*Huntress, converted yacht; Pensacola.
**Helena, gunboat, 1,392 tons; Hongkong.
*Hartford, wooden cruiser, 2,790 tons; New London.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Idaho, battleship, 13,000 tons; Philadelphia.
*Illinois, battleship, 11,552 tons; Philadelphia.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco, Cal.
Independence, receiving ship; Mare Island, Cal.
*Kansas, battleship, 16,000 tons.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Philadelphia.
*Louisiana, battleship, 16,000 tons; Norfolk.
**Lawrence, torpedo boat destroyer, 400 tons; Mare Island.
Lancaster, receiving ship; Navy Yard, League Island.
*Maine, battleship, 12,500 tons; Portsmouth, N. H.
*Missouri, battleship, 12,500 tons; Boston.
*Minnesota, battleship, 16,000 tons Hampton Roads.
**Maryland, armored cruiser, 13,680 tons; Mare Island.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
*Macdonough, torpedo boat destroyer, 400 tons; Norfolk.
**Monadnock, monitor, 3,990 tons; Subig Bay.
**Monterey, monitor, 4,084 tons; Cavite.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
*Moccasin, submarine; Norfolk.
**Manila, gunboat, 1,750 tons; Mare Island.
*Montgomery, cruiser, 3d class, 2,072 tons; Tompkinsville.
*Mayflower, converted yacht; Habana.
*Marietta, gunboat, 990 tons; Bluefield.
**Mohican, wooden cruiser; Subig Bay.
*Mississippi, battleship, 13,000 tons; Philadelphia.
*Morris, torpedo boat, 105 tons; Sag Harbor.
*Manly, torpedo boat, 30 tons; Navy Yard, New York.
*Montana, armored cruiser, 14,500 tons; Messina.
**Mindoro, gunboat, 170 tons; Jolo.
*New Jersey, battleship, 44,948 tons; Boston.
Nipsic, prison ship; Navy Yard, Puget Sound.
*Nebraska, battleship, 14,949 tons; Navy Yard, N. Y.
*New Hampshire, battleship, 16,000 tons; Portsmouth, N. H.
*Newark, sailing ship; Guantanamo.
*North Carolina, armored cruiser, 14,500 tons; Alexandretta.
*New York, cruiser, 8,150 tons; Boston.
*Ozark, monitor, 3,225 tons; Annapolis.
*Ohio, battleship, 12,500 tons; Tompkinsville.
*Olympia, cruiser, 2d class, 7,865 tons; New London.
*Octopus, submarine; Norfolk.
**Pennsylvania, armored cruiser, 13,680 tons; Bremerton.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
*Porter, torpedo boat, 165 tons; Norfolk.
**Pike, submarine; Mare Island.
*Plunger, submarine; Newport.
*Porpoise, submarine; Cavite.
*Paducah, gunboat, 1,085 tons; Guantanamo.
**Pampanga, gunboat, 243 tons; Cavite.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Prairie, auxiliary, 6,620 tons; Tompkinsville.
*Panther, auxiliary, 3,380 tons; Philadelphia.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Mare Island.
*Paul Jones, torpedo boat destroyer, 482 tons; Mare Island.
*Rhode Island, battleship, 14,498 tons; Navy Yard, N. Y.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rainbow, auxiliary, 4,360 tons; Nagasaki.

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*Salem, scout cruiser, 3,750 tons; Funchal.
**St. Louis, cruiser, 1st class, 9,700 tons; Honolulu.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
*Sylph, converted yacht, 152 tons; Oyster Bay.
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*Shark, submarine; Cavite.
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*Severn, sailing ship, 1,175 tons; Annapolis.
*Stockton, torpedo boat, 200 tons; Norfolk.
**Tennessee, armored cruiser, 14,500 tons; Bremerton.
*Tacoma, cruiser, 3d class, 3,200 tons; Key West.
**Truxton, torpedo boat destroyer, 433 tons; Mare Island.
*Thornton, torpedo boat, 200 tons; Norfolk.
*Tonopah, monitor, 3,225 tons; New London.
*Tingley, torpedo boat, 165 tons; Norfolk.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Norfolk.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Vermont, battleship, 16,000 tons; Boston.
**Villalobos, gunboat, 370 tons; Ichang.
**Virginia, battleship, 14,948 tons; Hampton Roads.
*Viper, submarine; Norfolk.
*Vixen, yacht, 806 tons; Camden, N. J.
**Vicksburg, gunboat, 1,014 tons; sailed for Amapala.
**Washington, armored cruiser, 14,500 tons; Bremerton.
**West Virginia, armored cruiser, 13,680 tons; Mare Island.
*Winslow, torpedo boat, 142 tons; Charleston.
**Whipple, torpedo boat destroyer, 433 tons; Mare Island.
*Worden, torpedo boat destroyer, 433 tons; Norfolk.
*Wilkes, torpedo boat, 165 tons; Norfolk.
**Wilmington, gunboat, 1,392 tons; Shanghai.
*Wisconsin, battleship, 11,552 tons; Portsmouth, N. H.
Wolverine, gunboat, 695 tons; Port Huron.
*Wasp, converted yacht; New York.
Wabash, receiving ship; Boston.
**Yorktown, gunboat, 1,710 tons; Mare Island.
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Yankee, auxiliary, 6,225 tons; Newport.

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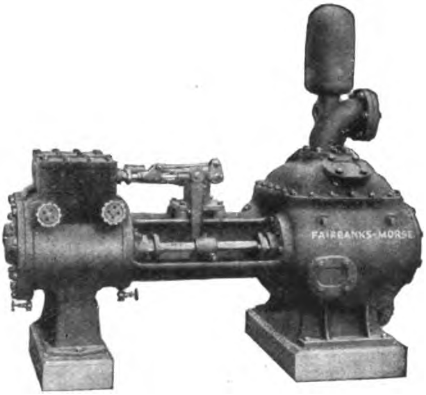

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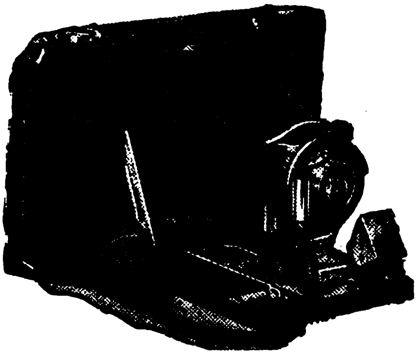

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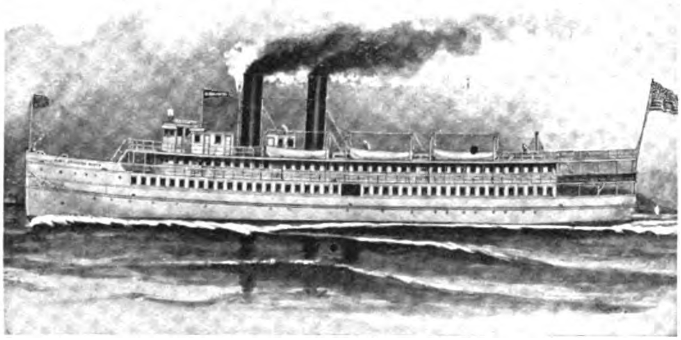

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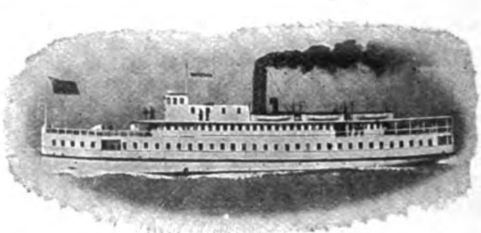

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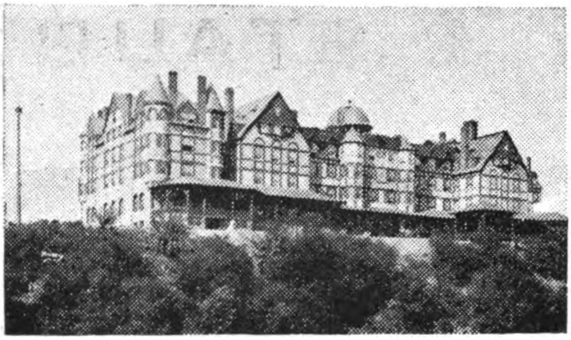

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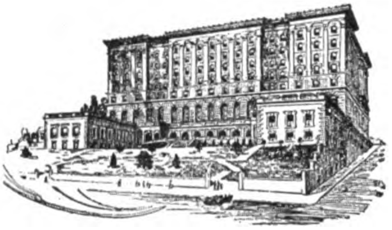

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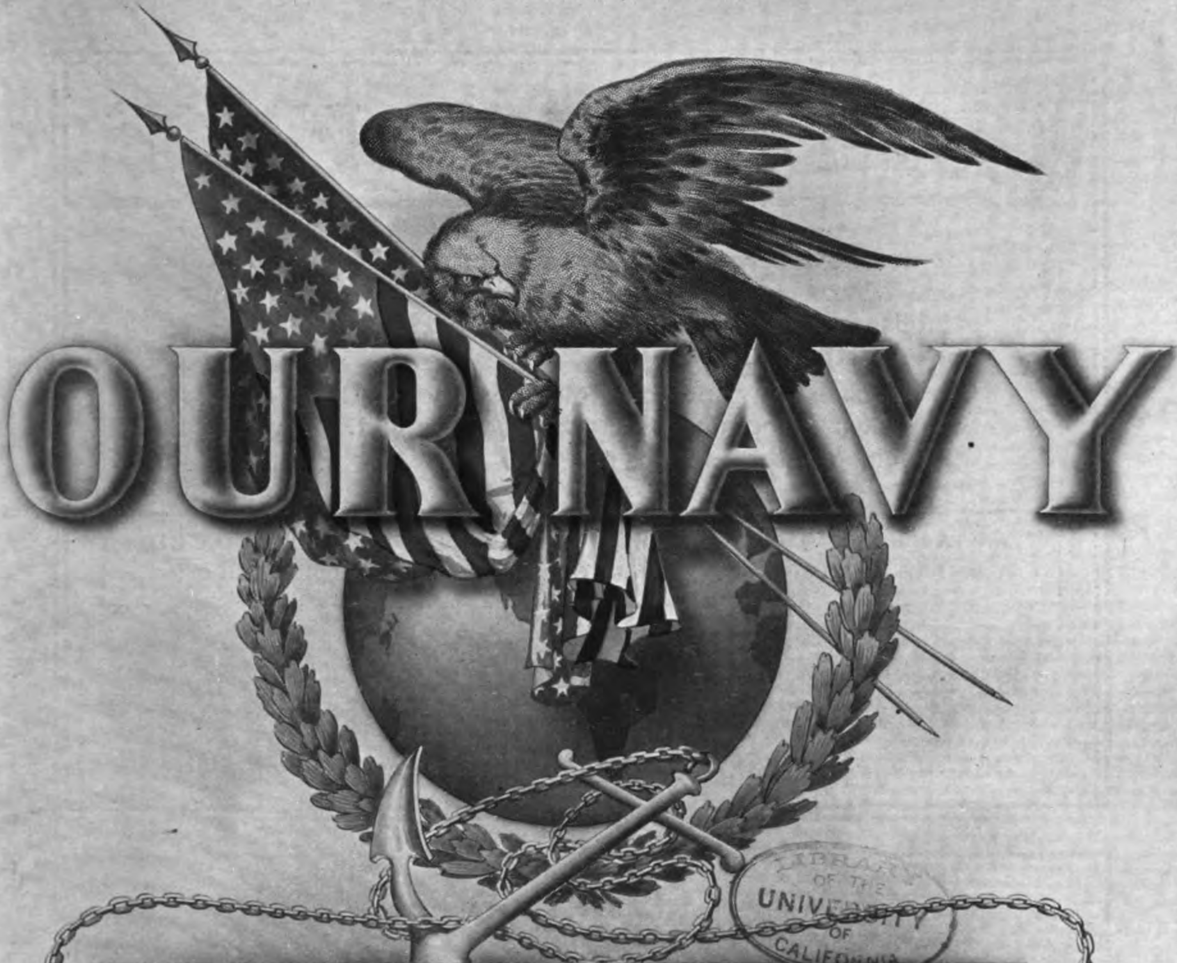
Vol. III AUGUST, 1909 No. 4

OUR NAVY



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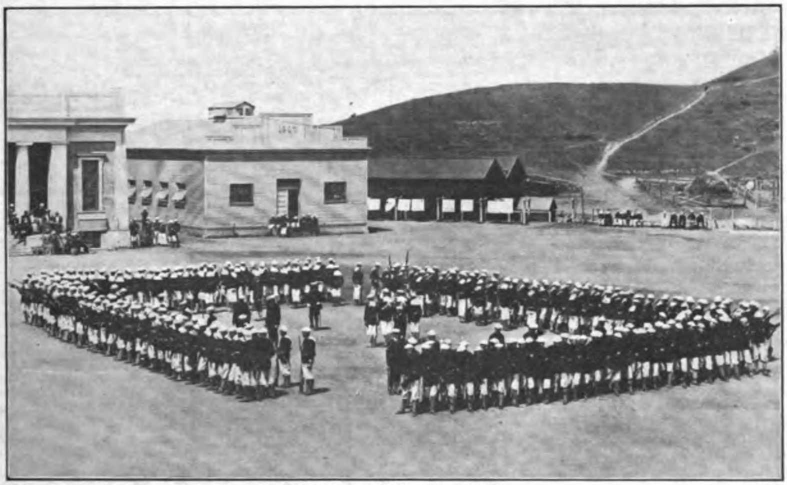

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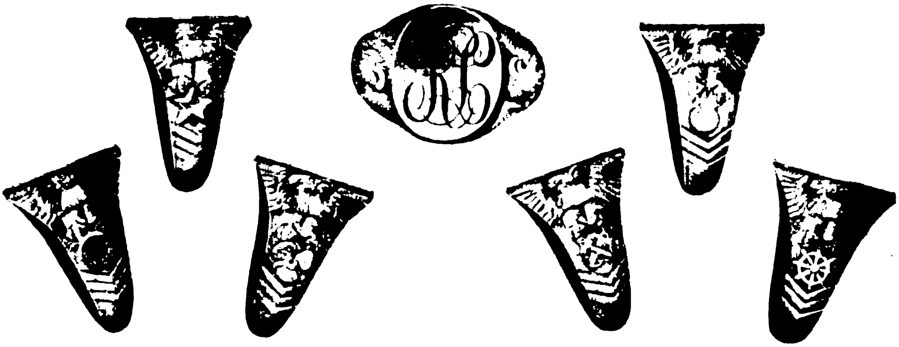

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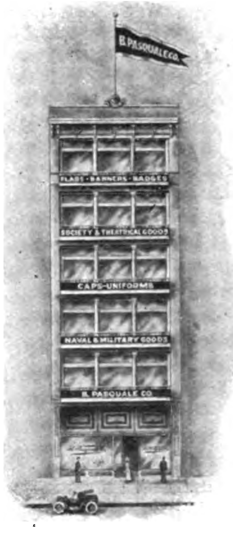

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U. S. Naval Training Station, San Francisco, Cal.
June 16th, 1908

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VISITING DAYS

Wednesday—Between 11:40 a. m. and 4:40 p. m.
Saturday—Between 9:30 a. m. and 4:40 p. m.
Sunday—Between 9:30 a. m. and 5:30 p. m.

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NOTE: Tug Vigilant and steam launch trips are made to and from the Pensacola.
Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION
(for San Francisco)
Week Days.

6:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

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7:00 A. M.	Daily except Sunday
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Steam Launch

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LEAVES OAKLAND MOLE
(for Station)
Steam Launches

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8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

LEAVES FRANKLIN STREET, OAKLAND.
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Commandant.

§ On Saturdays trips marked thus made by Tug Vigilant.
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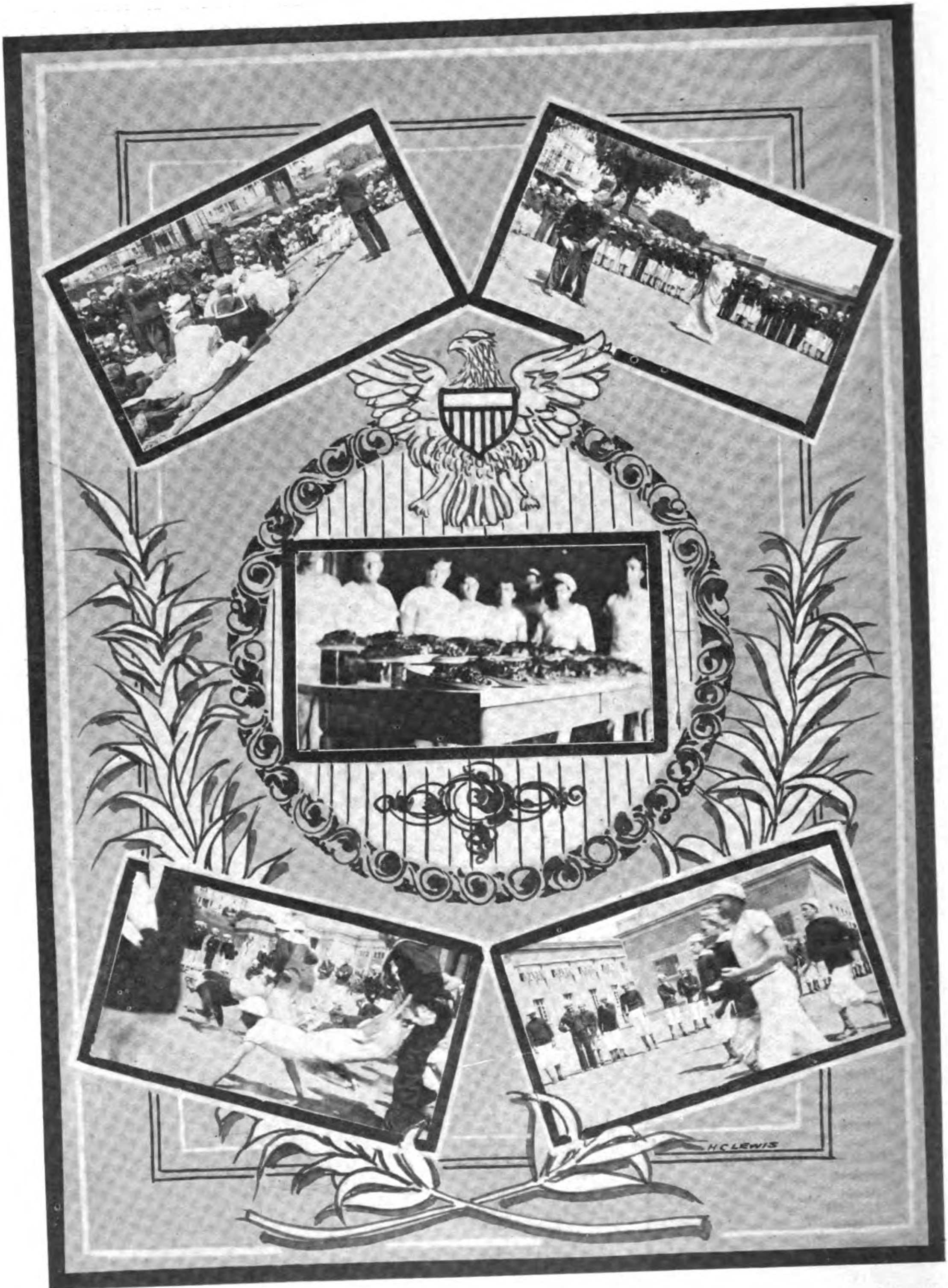


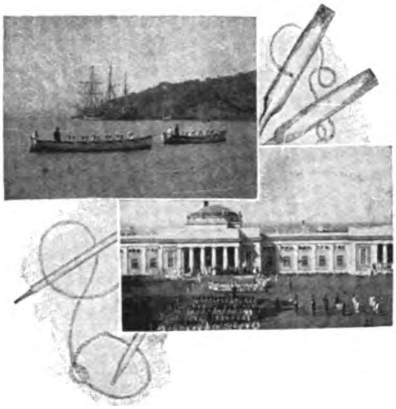
Sports at the Naval Training Station, July 4th, and Boneless Turkey for the Dinner (Ceneter)

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III AUGUST, 1909 No. 4.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.



PUBLISHED AND EDITED
BY
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THE TALE OF THE PHANTOM WHALE

(From Tales of a Bo'sun's Mate.)

The bo'sun's mate was a trifle late,
But I orders up the rum,
An' anchors there in an easy chair,
For the sailorman to come.

I hear the peg of his wooden leg,
An' I trimmed a good black pipe,
An' shatter my light! when he hove in sight,
I thought the time was ripe.

To hear this tale of the phantom whale,
The best that's told at sea,
For foul my lead! the sailorman said,
He'd spin this yarn for me.

The sailorman said as he wagged his head,
An' slowly sipped the brew:
"I've been as dry, as a pirate's eye,
For a tot o' rum with you."

Then 'e made a swipe for the good black pipe,
An' 'e said, "Great flyin' jib!
Belay me bight! Cap-swivel the night!
I'll spin that phantom fib."

"There's Captain Ben, of the schooner Hen,
Who sailed without a cook,
You'd die to see," he says, says he,
An' another nip he took.

He nipped and nipped, an' the rum he sipped,
An' wisely bobbed his head,
His pipe he lit, an' puffed a bit,
An' the sailorman says, he said:

"It happened to me, in the China Sea,
In the wake of a green typhoon,
I saw this spook, by the anchor fluke"—
Now by the Great Horn Spoon!

Doo-gagets an' wimples, fuzz-guzzies an' pimples,
The sailorman says, "Now mate"—
I'd spin ye the tale of the phantom whale,
But it's too dod-gasted late."

FIRING GREAT GUNS

It's one thing to aim great guns which are firmly planted on solid ground and fire them with mathematical accuracy; it's quite another problem to fire these same great engines of destruction from a rolling ship at another ship rolling just as hard and make a hit that counts.

Battle conditions afloat are wholly different from those ashore. One moment the enemy may he hull below the waterline; the next minute his proudest battleship may be making herself a beautiful target atop a crested wave. "Shooting to hit" is the end and aim of every man-o'-wars man's life.

That is why the flower of the American Navy spend so much time in target practice; why the ships shoot off so many hundreds of thousands of dollars' worth of powder and projectiles every year. This year a great fleet of battleships goes to sea for its practice in the middle of July.

Seamen of excellent eyesight and calmest nerve are picked as gun-pointers. There is more than honor in this; after the gun-pointer can make a certain percentage of hits he gets $10 a month added to his pay. The secret of good, sure shooting is the mastery of what is called "continual aim." Two telescopes are affixed to each gun, one fitted with a horizontal wire and the other with a vertical wire. The gun-pointer, with one hand on the elevating and depressing wheel, tries to keep the horizontal wire of his telescope on the target while the gun-trainer does the same with the vertical wire of the telescope. When the pointer sees his cross wire square "on" he squeezes the electrical firing bulb which lets off the gun.

While the gun is being loaded for the next shot the pointer and the trainer continue to follow the moving target all the time with their cross wires. When the gun is fired they must still keep "on," because there is an appreciable interval of time between the instant the pointer sees his wires "on" and the instant the projectile leaves the muzzle. This is calculated at about three-tenths of a second. If the aim is not kept during this brief but important period the roll of the ship will make the projectile miss by at least 500 yards.

Imagine what these two men must do to hit. Each man must be in perfect harmony with the other. Each must have his own cross wire plumb on the object to be hit. And once on, it must be kept on until the mighty mass of metal has safely left the muzzle. All this time their own ship is rolling and going ahead or astern; the enemy's ship is doing likewise. It is even necessary for the two men to be the best of friends, for instances have been known where the trainer has kept the gun off the target to give the pointer a string of misses and thus deprive him of the extra pay.

* * * *

PACIFIC FLEET CRUISE

Tentative plans for the big efficiency cruise of the Pacific fleet have been announced by the Navy Department. It will be one of the longest cruises ever attempted by a fleet of American Naval vessels and will include some of the hardest runs in the Pacific Ocean. The fleet will be absent from the continental shores of the United States for eight months and during that time will hold two battle practices and a steaming competition intended to bring the cruiser squadron to a degree of efficiency not equaled by any fleet of war vessels in the world.

According to the itinerary of the Pacific fleet, the first squadron of the Pacific fleet, consisting of the cruisers Tennessee, Washington, Maryland, California, West Virginia, South Dakota, Pennsylvania and Colorado, will rendezvous in Seattle on August 18th, and remain in that harbor for ten days to give visitors to the A-Y-P their last opportunity to inspect these ships in these waters. On leaving Seattle the ships will proceed to San Francisco for ammunition and supplies, leaving there about September 5th for Honolulu. From Honolulu the ships will proceed to Manila Bay, executing maneuvers at sea while on the way. Battle practice will be held in Manila Bay. Visits will be made to a number of Chinese and Japanese ports. The ships will leave for this coast about March 1st and the ships will then proceed to Magdalena Bay for target practice. The ships will return to Mare Island and Bremerton for repairs about June of next year. This will be the most extensive cruise ever taken by the Pacific fleet. It will be impossible to complete all the repairs on the ships here by August 18th and if the ships leave on that date, a great amount of repairs will have to be made at sea by the crews.

From San Francisco the ships may proceed to the Alaskan coasts and maneuver in the fog banks, but as this would be highly dangerous and not very beneficial to the ships or men, it is more probable that the fleet will go directly to Manila and via Honolulu. It is assured that the vessels will visit Australia, but what ports and at what time on the cruise the ships will make, that trip is not yet known. It is likely that the Pacific fleet will make about the same stops in Australia as did the Atlantic fleet a year ago.

At present the two divisions of the fleet are at the Bremerton and Mare Island Navy Yards for repairs. The West Virginia, California, South Dakota and Maryland will be docked at Hunter's Point dry dock in San Francisco as early as possible in order that the ships may be ready for the cruise. Many alterations that were slated for the fleet will not be made until the vessels return to the Navy Yards in the Spring of 1910.

* * * *

SAILORS GIVE LOVING CUP

There was something amiss with the oft-boasted hospitality of the South when the battleship Mississippi cruised up the mud banked river which name the ship bears. The bluejackets expected the time of their lives on the inland trip in the country where hosts are famed for their liberality, but a cog slipped somewhere and it was more like a visit to the Gallapagos Islands than home. The one place where the men were treated royally was appreciated enough by the crew of the Mississippi that a loving cup was presented to the plantation owner who entertained them. The cup cost $250 and was made in Philadelphia. Upon the cup is engraved:

To
MR. AND MRS. EMANUEL WOLFE,
In Remembrance of Their Hospitality While
the Ship Was at Bayou Sara, La.,
May 19, 1909.
We, the Enlisted Men of the Mississippi,
Present This Cup.

The cup, which, exclusive of the base, is 14½ inches high, is of solid silver and lined with gold. According to the seamen, all of whom expected to enjoy some of the traditional hospitality and liberality of the Southland, the especially bright spot, from the enlisted men's standpoint, was the entertainment and reception accorded the sailors by Mr. and Mrs. Wolfe. Mr. Wolfe, though one of the wealthiest planters in Louisiana, once went before the mast, and therefore had a strong fellow-feeling for the 600 or more bluejackets who make up the greater part of the battleship's complement. An associate of Southern Congressmen and friends of powerful political influence, he asked for and obtained the consent of the Navy Department for the Mississippi to stop off at his plantation for a few hours, during which time the enlisted men, unrestrained by the presence of their superior officers, were to have full liberty.

Assisted by a number of neighbors, the Wolfe family gave the sailors a magnificent reception. A ten-acre lawn was brilliantly illuminated with Japanese lanterns and all around were scattered small tables in charge of pretty maidens, who served ice cream, cakes, lemonade, and, for those who desired it, beer. The boys had a splendid time, and all the way home and since they have been contributing weekly to a fund for the purchase of a suitable remembrance.

With the exception of this affair the trip up the Mississippi was a failure from the sailors' standpoint. Owing to some misunderstanding they left a public reception at Natchez, and, upon being commanded to attend another by Captain Fremont, all refused to eat. As a consequence they have had little liberty since. Though the Mississippi has been at Philadelphia for a week, not more than a dozen sailors have been given the opportunity to come "uptown."

* * * *

REGULATIONS FOR MESSES

The practice of having commissary stewards or yeomen working in the pay office act as mess treasurers is discouraged by the Navy Department, and to that effect has forwarded letters to all commanders of fleets forbidding that practice. The Admiral of the Pacific fleet has issued the following order:

"The following letter, received from the Navy Department, is published for the information of the squadron and will be strictly observed so far as relates to the messes of the enlisted personnel:

"'Bureau of Navigation, Washington, D. C.
"'May 1, 1909.

"'Sir: The paymaster-general has called the attention of the bureau to the fact that commissary stewards and others connected with the pay department of ships are sometimes detailed as mess treasurers.

"'This practice is not in accord with sound policy and the bureau directs that on all ships under your command neither commissary stewards, yeomen nor anyone connected with the pay department of the ship serve in the capacity of treasurer of any mess.'"

* * * *

MEASLES ON CRUISERS

An epidemic of measles has broken out on the cruisers Pennsylvania and Tennessee. As soon as the cases developed the victims were taken to the Yard pest house and the ships are kept well fumigated to prevent a further spread of the malady. There are now about twenty cases of measles in the Yard pest house. The men of these two ships are very sensitive over the fact that their shipmates have fallen victims of such a puerile malady.

WHO'S WHO

The question of relative rank of men in the different ratings in the Navy is always quite a discussion among men of the service. Most all know that a chief master-at-arms is the highest petty officer, but few can tell the intermediate points between the chief jimmy legs and the lowest. The following schedule may help some:

First, chief petty officers, seaman branch; second, chief petty officers, artificers branch; third, chief petty officers, special branch; fourth sergeant major, marine corps, first sergeants in charge of guard; fifth, petty officers, first class, seaman branch; sixth, petty officers, first class, artificer branch; seventh, petty officers, first class, special branch; eighth, first sergeants not in charge, guard and gunnery sergeants; ninth, petty officers, second class, seaman branch; tenth, petty officers, second class, artificer branch; eleventh, petty officers, second class, special branch; twelfth, sergeant of marine; thirteenth, petty officers, third class, seaman branch; fourteenth, petty officers, third class, artificer branch; fifteenth, petty officers, third class, special branch; sixteenth, corporals of marines; seventeenth, seamen; eighteenth, firemen, first class; nineteenth, musicians, first class; twentieth, ordinary seamen; twenty-first, musicians, second class, and marine musicians; twenty-second, buglers; twenty-third, apprentice seamen; twenty-fourth, landsmen; twenty-fifth, private marines.

* * * *

NO DISCONTENT HERE

Anarchy, the nightmare of the European military and social world, has started its despicable work in America, and the latest evidences of this underhanded mob is an attempt to create discontent and incite disobedience among the enlisted personnel in the United States Navy. It is needless to say that the attempt proved a failure.

The Department has discovered that little eight-page pamphlets have been issued from several places, one of which is Oakland, Cal., which publishes articles pretending to show the bluejacket, how he is a "dog" and is overworked and under-paid, as a member of Uncle Sam's Naval service.

It is hard to imagine what argument would be offered to demonstrate to a sensible person how such statements could be true. The fact that Uncle Sam has never been at a loss to find recruits for the Naval service and that college graduates are to be found in large numbers in the enlisted personnel refutes anything of that sort. At present the pay of men in the Navy is above that of persons performing similar duties in civilian life. In addition the bluejacket gets his clothing from the Government at cost. A bluejacket's uniform costs less than $7 and will wear with any $30 suit of civilian clothing that can be purchased. Again many men of the Navy are in foreign lands where they are paid in American gold and get double that in local coin.

The proposition is too absurd to argue, and it will be best for the publishers of the pamphlets to remain out of the reach of any party of bluejackets, for they are apt to be roughly handled.

* * * *

A GUN TO END WAR

A "peace gun" that will ignite smokeless powder beyond the range of any present 12-inch gun;

A compass which will indicate true north on any great or minor circle of latitude or longitude on the earth's surface, irrespective of the local magnetic attraction of the vessel on which it is installed, and

A location indicator which will indicate the presence of shoal water coast line or any moving object on the surface of the water or under it.

These are three unusual inventions which Edwin Fairfax Naulty of New York has presented to the attention of the officials of the Navy Department. Mr. Naulty is the co-discoverer of the Brooks-Naulty comet now in the heavens. He is in Washington now on business with the Navy Department. He says he has perfected the position finding compass, but does not care to discuss its details, owing to pending patents. But he has applied to have one of the new instruments installed on the Idaho during the summer target practice, to see whether it will stand heavy gun fire and still operate. He says in this connection:

"I am not floating any stock company. I have means enough to carry on my own work, and when I have shown that the instrument does all I claim for it, then I will talk business with the Government. I know that I can put my compass on a tug, or a merchantman, and it will work; but I want to try it on a battleship, where it will be subjected to the severe test of the gun fire of actual warfare, and see how the continuous heavy concussions affect its operations."

The most that Mr. Naulty will say about the details of the compass is that its circle—instead of being divided into compass points—is graduated to degrees, minutes and seconds. It is not necessary to take an observation of the sun or any heavenly body to disclose compass points. It will ascertain the exact location of a vessel on a dark night on in thick weather. He says that the instrument will not be affected by local magnetic disturbances, such as the presence of iron or steel on a vessel. It will always show true north under any conditions, he asserts.

Regarding the "shoal locator," the inventor says it will indicate the approach of another vessel, submarine or torpedo boat, and will show if the water is rapidly shoaling ahead or to port or starboard.

"In fact," he said, "it will indicate the passage of a school of mackerel under a vessel. Jokingly I told some of my friends in New York that I was going to outfit some Glousester fishing boats with the detector, so they would know where to fish. This sounds a little far-fetched, I know, but it really might be done."

Regarding the powder detonator, or peace gun, Mr. Naulty says he has discovered a force that can be directed so as to raise powder to the ignition point. This force, he says, can pass through the human body without producing even an X-ray burn, but has exploded powder, both confined and unconfined, at a distance of five hundred feet. Three plants, located at the extremity of Sandy Hook and at Atlantic Highlands and Fire Island, will render New York impervious to the attack of any fleet in the world, the inventor says. Asked if the ignition force would differentiate between friendly powder and that on the hostile fleet, he replied:

"If you blow up the enemy's vessels by a force superior in effect to powder, then powder will cease to be a factor in warfare."

* * * *

MOST EFFECTIVE TORPEDO

The United States Government now owns and controls what is believed to be the most effective torpedo in the world. The new engine is the invention of an expert in the Bureau of Ordnance, Navy Department. It will be one of the preponderating elements of offense and defense as compared with the torpedoes in use by other nations. It has been tested and will be manufactured in numbers so that all the new battleships may have them as part of their equipment.

The two distinctive elements of the torpedo of the Bureau of Ordnance are the required motive power for long range fighting and the explosive with which the torpedo is charged.

The Navy Department has been experimenting with a half dozen schemes for a new motive power, but all of these have been rejected in favor of the bureau's own device. The tests of the torpedo have been held near Washington and New York.

* * * *

SHIPS CRUISE UP RIVER

The torpedo flotilla, consisting of the Lawrence, the Goldsborough, the Farragut and the Davis, went to Stockton, Cal., and tied up to assist in the celebration of the Fourth of July. This is the first time that a fighting vessel had ever entered this port, and the arrival of the fighting craft was signaled by the blowing of whistles and by fireworks. The Lawrence was driven ashore on the trip up the river and had to be pulled off the mudflats. The boats tied up near the head of Stockton channel, and hundreds flocked around the waterfront to get a view of the United States fighting craft that came up the San Joaquin river.

The boats were open to inspection, and thousands of people from the interior visited them. Extensive preparations were made for the entertainment of the officers and men of the flotilla during the week's stay in this port. The officers were given a dance at Oak Park, and the men were given a dinner and a dance.

* * * *

ORDER FOR DRESSING SHIPS

The following order has been published regarding the dressing of ships. Essentially it is for the battleship fleet:

"In order to insure uniformity in the manner of rigging dressing lines for full dressing ship, the method prescribed in the Tatcical Signal Book is interpreted for the vessels of the U. S. Atlantic fleet as follows:

"In vessels fitted with two cage masts the rainbow will extend from the stem to the taffrail by way of the first ring below the platform at the top of the cage masts.

In vessels fitted with one cage mast and one military mast the rainbow will extend from the stem to the taffrail by way of the first ring below the platform at the top of the cage mast and a point at an approximately equal height on the military mast.

In vessels fitted with one cage mast only, the rainbow will extend from the stem to the first ring below the platform at the top of the cage mast and thence in a double line to the heads of the after boat davits on each side.

* * * *

The Intrepid, auxiliary to the Pensacola at the San Francisco Training Station, will go to Mare Island some time in August for her annual docking. The Intrepid was docked last in August, 1908.

The "Long and the Short of it."

TO PROTECT THE UNIFORM

The Oregon Legislature has passed an act to protect the uniform of the United States services that should be passed in every state in the United States. The uniform of the soldier or the sailor is representative of the Nation's greatness, and should not be cheapened by being a public plaything. The Oregon law is as follows:

"Every person, other than an officer or enlisted man of the National Guard or National Guard Veterans of the State of Oregon, or any other state, or of the United States Army, Navy, Marine Corps, or Revenue service, or Forest service, or inmate of any Veterans' or Soldiers' homes, who at any time wears the uniform of the United States Army or Navy or National Guard, or any part of such uniform, or a uniform or a part of a uniform similar thereto, within the bounds of the State of Oregon, is guilty of a misdemeanor, and if found guilty of such offense, shall be punished by a fine of not less than ten dollars nor more than one hundred dollars, or by imprisonment in the county jail not exceeding sixty days, or by both such fine and imprisonment: Provided that nothing in this act shall be construed as prohibiting persons actually attending an institution of learning of this or any other state or territory which shall have adopted said uniform as the uniform of such institution, from wearing such uniform, or as prohibiting persons of the theatrical profession from wearing such uniform in any playhouse or theater while actually engaged in following said profession, or as prohibiting the uniform rank of civic societies parading or traveling in a body or assembling in a lodge room: And provided further, That whenever a National Guard, or any part thereof, is in active service, or is called into active service, no civic or other organization or institution or member thereof shall parade or appear in uniform in the locality where the said National Guard is in service."

* * * *

ENGINEERING SCHOOL

After nearly ten years under the personnel law, which abolished the old Engineer Corps, the Navy Department has decided to take the necessary steps to enable officers to specialize in steam engineering, with a view to setting apart a sufficient number of officers as designing engineers, as well as rendering a select number of officers efficient in engineering.

A special engineering school is to be established at the Naval Academy, to which ten line officers below the grade of Lieutenant Commander, are to be assigned each year. The course is to last two years, and the special engineering plant at the Naval Academy and the experimental plant adjoining that institution are to be utilized in instructing the student officers, without, however, interfering with the regular instruction of the midshipmen.

The officers who have passed through this school will be assigned to engineering duties at sea, and after two years in that capacity those who elect will be detailed as designing engineers and thereafter confined to engineering duty only. It is hoped in this way the Navy will gradually build up a corps of engineering experts, who will have charge of the designing and repairing of important machinery, serve as fleet engineers and perform other duties that only a highly educated and trained specialist can be expected to perform satisfactorily.

While the plan outlined is not exactly a return to the old separate Engineer Corps, it accomplishes much the same purpose. Modern warships are a mass of complicated and delicate machinery, the care of which necessitates expert knowledge. While the average deck officer of the line may be capable of standing a regular watch in the engine-room, he can scarcely be considered qualified to design new machinery or supervise the repairs of the engines of warships sent to Navy Yards for overhauling. The need of skilled mechanical engineers has become more and more impressed upon the naval service as the members of the old Engineer Corps gradually retired from active service, and the determination to establish the engineering school shows that the demand has become so pressing that the adoption of some expedient to meet it can no longer be delayed.

Fortunately, there has been assembled at the Naval Academy an admirable steam engineering plant for instruction and experimental purposes, which promises to afford all the facilities under military control which could possibly be secured in the most advanced technical schools.

* * * *

THE ATLANTIC FLEET

Massachusetts and Cape Cod Bays for nearly two months this summer will be the rendezvous of one of the most formidable fleets of battleships, cruisers, torpedo boats and submarines ever assembled by the U. S. Navy, and from July 6th until late in August they will engage in elaborate phases in tactical maneuvers of naval strategy.

The numerous problems arranged at the War College are for the purpose of demonstrating the efficiency of the fleet, not only in evolutions of the fleet, squadron and division, but during their stay in these waters close observations will be kept on the benefits derived from the complete rehabilitation of the superstructure works of the fighting machines.

These ships, all in their new "peace color," will also be given a scrutinizing test in tactical maneuvers in defense and offense against the day and night attacks of torpedo boats and submarines.

Another important problem to be tested in connection with battleships is the changing of the position of the searchlights made by the elimination of the bridges and the placing of the searchlights on the sides and front of the skeleton steel battlemasts. Tests will also be made to demonstrate the efficiency and accustom the range-finders to their new stations on top of the battlemasts. On all the ships as at present constructed the station of the plotters and range-finders is in the top of this basketwork tower, 120 feet from the water line.

An important matter in connection with the reassembling of the Atlantic fleet is the addition of several new ships and the almost complete change in the fleet and division commanders.

The new ships are the New Hampshire, Idaho, Wisconsin and Mississippi. These replace the Illinois, Kentucky and Kearsarge, and give an additional ship to the Fourth Division, making a total in the battleship fleet of seventeen ships. In addition to the battleship fleet under command of Rear Admiral Seaton Schroeder, there will be present the three scout cruisers, a flotilla of twelve torpedo boats, four submarines with the parent ships Dixie and Castine, and the Naval tug Nina, while the supply ship Culgoa and several colliers will also be present.

The work laid out for the fleet will occupy every day and parts of the nights during the stay of the fleet in these waters, and includes fleet, squadron and division evolutions in tactics, day and night offense and defense against torpedo boat and submarine attacks, anchoring and getting under way in all classes of formation. The ships will coal by divisions, and there will be work in tactical evolutions in small boats under sail and oars and landing parties.

Each Sunday during the summer the work of the fleet will be given up to the instruction of the men in swimming and lectures on the various requirements of a man-'o-warsman.

Owing to the delay in receiving the material to complete the battlemasts and equipment for the plotters and the signals' rigging, the departure of the fleet from their respective Navy Yards has twice been postponed. All of the ships with the exception of the Mississippi are now under way for the scene of rendezvous in Massachusetts Bay.

The only instruction the reserves, who participate in the Atlantic Coast maneuvers, will miss will be target practice, but there will be ample instruction in other duties.

The customary target practice of the fleet off Cape Cod will be postponed until late in August, and will be held on the southern drill grounds under the battle conditions of fire control.

The Maine will remain in the Fourth Division until the arrival of the Missouri from the Boston Yard, when she will be detached and placed out of commission.

* * * *

The Massachusetts Naval Militia will make a second attempt to take the torpedo boat Winslow from the Navy Yard at Charleston, S. C., to their home waters. The first attempt resulted in the Winslow having to be towed back to her yard for repairs.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

AUGUST, 1909

R. C. Shepherd, U. S. N. .... .. Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

SUBSCRIPTIONS IN ADVANCE.

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Single Copies	.15

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EDITORIAL

WHO CHEAPENS THE UNIFORM?

Discussions on unjust discriminations against the uniform of the enlisted men of the Navy, which were so prevalent a year ago, have started again. This time the writers are delving more deeply into the causes for the discriminations and it is to be hoped that some good will result from the investigations.

A specific case is always necessary to start the contentions. Boston furnished the first this year. A seaman and a petty officer were barred from an amusement hall because they appeared in uniform. It was a public hall and the men thought they were entitled to the same privileges as civilians. A few days following the occurrence an editorial appeared in a Boston paper denouncing the manager of the amusement hall for his action. This started the discussion. It is gratifying to note that most of the argument was on the bluejacket's side. The attacks drew articles in defense of the manager. There may be some defense of the rule barring bluejackets, but the argument used most effectively by the friends of the manager was new. It is not a new thought though, for a good many bluejackets have imagined such as the case a great many times before.

The man who wrote defending the action of the manager is not an enemy to the bluejacket. He stated in his article that the action was lamentable and to be deplored. But he adds, "can civilians be fairly blamed for following closely examples set for them by commissioned officers of the Army and Navy?"

At first glance this seems preposterous. Certainly it takes some trepidity for a bluejacket to affirm that he believes it to be true. It is true though, and it remains with the officers and men of the service to remedy the evil of discriminating against the uniform. That is, it is in the hands of the service to some extent.

Aboard ship there is no opportunity for discrimination against the uniform. But at Navy Yards and Naval Stations there is abundant opportunity, and it is at these places that the writers go to show that officers show more respect to the man dressed in civilian clothing than they do to the enlisted man in uniform.

On most yards, tugs and boats running from stations to shore the upper deck and cabins are reserved for the use of officers, their friends and families. The men are restricted to the lower deck. Against this rule there is no complaint. The men recognize their position and are willing and anxious to maintain it. It is the exceptions to this rule that leads one to believe the enlisted uniform is discriminated against.

Civilian employees are of course the persons in civil life most closely associated with bluejackets. These clerks, mechanics and laborers usually ride to and from the yard in Naval boats and launches. But simply because they do not wear a uniform, at least that is the way it appears, they are given privileges the enlisted men do not get.

Civilians—and what is more detestable in the bluejackets' eyes—Chinamen, are allowed the right to board yard craft in advance of liberty parties and secure all seats aboard tugs and launches. In addition it seems that every one in authority, however small, helps the Chinaman or civilian to get this privilege. In many tugs and launches a cabin on the lower deck is reserved for chief petty officers and their families. All other enlisted men are kept out. Yet it is frequently, yes, very frequently, the case that personal servants and common day laborers are allowed to ride inside, sheltered from wind and water, while a half dozen or more bluejackets are outside.

The civilian day laborer is not the equal of the bluejacket. The mechanic is only equal with him. As for clerks, they are doing work that yeomen do in other offices, and many of them not near so well.

Summing up then, it seems wrong to the bluejacket to force him to stand back for a Chinaman or a civilian employed on a station. It certainly does not increase the bluejacket's opinion of himself, and it tends to bring the civilian to a position where he looks down on the sailor. And this is perfectly reasonable. He sees himself placed above the man-'o-warsman every day. He enjoys privileges aboard Naval vessels that the bluejacket does not. There must be a cause for this and the most natural conclusion is that the officers regard him, the civilian, as the peer of the enlisted man, and the only reason that can be deduced is because of the clothing he wears.

It is not our belief that the majority of officers of the United States Navy believe that men in the Navy are to be classed below their civilian brothers just because one man is in the service and the other is not. That would be condemning the whole service. But the fact remains that most persons get the idea that officers rate civilians above bluejackets while the two are thrown together aboard vessels of the Navy.

* * * *

YELLOW JOURNALS AND THE NAVY

Yellow journals are certainly thorns in the side of the Navy. Not an opportunity is missed to misrepresent great things or to magnify trivial things and make them appear momentous.

Hardly a day has passed that some San Francisco paper did not print some tale pertaining to the Naval Training Station during July that in some way was false or misleading. Stories which were of interest to the public were distorted so that the facts were hardly recognizable. Matters of discipline were published in the papers in such a way that a person not familiar with the Navy would jump to wrong conclusions.

The first story was concerning fifteen apprentice seamen who left boat drill and landed in Oakland. They all returned that night, yet one of the leading papers in San Francisco printed a story the next morning to the effect that the youngsters had pulled away from the island with cutters and steam launches in pursuit. It read as if a mutiny had taken place and there was hardly a line in the story that did not distort something or make a misstatement. The article was written without any investigation and apparently on the word of some hilarious faker.

But this was not the only case in which stories were printed that left a wrong impression of the Station. A man was given a court martial for breaking the rules for the government of the United States Navy. His specific act was lending money at excessive rates and accepting personal property as pawn. The story in the Call, while essentially stating the truth, gave emphasis to the most trivial part of the affair and left the idea prevalent that everything in the Navy, and particularly the Station, was considered in a humorous light.

Another story was to the effect that arms and ammunition had been missed from the Station armories and that the Commandant was having apprentices searched, fearing that a mutiny was intended. This was the worst lie of the whole bunch. The only semblance of a fact that it might have been laid upon was the missing of a service revolver from the Station armory. Yet the newspaper was willing to accept the word of some one and print the story without taking the trouble to investigate its authenticity.

The biggest joke published, from a Navy standpoint, was a story in the Examiner that carried a three-column head. This article purported to show how the government intended to send the Pacific fleet to Japan to unite with the Asiatic squadron and make a demonstration off the coast of Japan in order to frighten that nation into signing a favorable treaty with the United States. The first laughable part was that every man in the Navy knew of the intended cruise before the Examiner published it, and, in fact, monthly magazines had printed it two weeks before. OUR NAVY gave the route of the proposed trip in last month's issue.

Then the way the California papers turned the simple fact that the Pacific fleet would cruise into something anti-Japanese is lubricous. Somebody ought to tell the Examiner and California that only in one state is the sentiment against the Japanese considered seriously. California is a joke in that way.

* * * *

Boston is to be defended, according to present plans, by the Atlantic submarine torpedo fleet during the summer against an attack by warships. The submarine fleet, commanded by Commander George W. Kline of the Castine, the parent ship, which replaced the Yankee; with the submarines Viper, Cuttlefish, Tarantula and Octopus, will defend Boston against the Atlantic fleet, or a part of the fleet, in day and night maneuvers. This will be the first time that the submarines have operated against a fleet.

"OUR NAVY" TROPHY BASEBALL SERIES

So far the series has been very close, in fact so close that in several instances during the month the winning of a game meant first place and to loose it meant fourth.

Every team has a chance yet to win this beautiful cup and as far as we can learn each team has confidence of doing it.

We regret to say that the manager of the South Dakota team has informed us that they will not be able to compete as their team had been away from the States so long without any practice that he believed it would be useless to make a start at so late a date.

The manager of the Torpedo Flotilla informs us that their team does not intend to rest easy on their 1000 per cent, for having one to their credit, but that they will be there strong as soon as the flotilla and their team gets together again.

Standing of the Teams for "Our Navy" $300 Trophy

Team	Games Played	Won	Lost	Pct.
Torpedo Flotilla	1	1	0	1000
U. S. S. W. Virginia..	10	7	3	.700
Naval Training Station	9	6	3	.666
U. S. S. Tennessee....	3	2	1	.666
U. S. S. Cheyenne.....	11	7	4	.636
Mare Island Marines.	9	3	6	.333
U. S. S. Albany	0	0	0	.000
U. S. S. Colorado.....	1	0	1	.000
U. S. S. Pennsylvania.	2	0	2	.000
U. S. S. California	6	0	6	.000

The First Ten Leading in Batting Average for Individual Prize ($47.50 Howard Watch)

Name	Team	Games Played	AB	Hits	Pct.
Walters	Pennsylvania	2	8	4	.500
Mennick	Mare I. Marines	2	4	2	.500
Purnell	Pennsylvania	1	4	2	.500
Slivinski	Tennessee	3	13	6	.461
Carothers	Tennessee	3	12	5	.416
Monroe	West Virginia	9	32	13	.406
Carmichael	Cheyenne	2	5	2	.400
Frank	California	6	20	8	.400
Mullins	Torpedo Flotilla	1	5	2	.400
Kress	Torpedo Flotilla	1	5	2	.400
Alman	Torpedo Flotilla	1	5	2	.400
Curry	Torpedo Flotilla	1	5	2	.400

First Ten Leading in Runs for Individual Cup

Name	Team	Games Played	Runs
Reber	Cheyenne	11	13
Shaefer	West Virginia	10	11
McGillis	Mare I. Marines	8	10
McGinn	West Virginia	10	10
Scott, E. W.	Naval T. Station	9	9
Snyder	West Virginia	9	8
Reed	West Virginia	9	8
Crowley	Cheyenne	10	8
Alworth	Cheyenne	11	8
Dunham	Cheyenne	11	8

In the first game of the series for Our Navy trophy the U. S. S. Tennessee defeated the U. S. S. Colorado by a score of 6-2.

	1	2	3	4	5	6	7	8	9
Tennessee	1	0	2	0	1	1	0	0	1—6
Colorado.......	1	0	1	0	0	0	0	0	0—2

Three base hit—Neff. Two base hit—McCafferty. Double play—Green to McCafferty to Carothers. Hit by pitcher—Gray, Whittbeck. Time of game—2 hours and 20 minutes. Umpires—Acuff and Woods.

In the first game of the series for Our Navy trophy the U. S. S. Tennessee defeated the U. S. S. Pennsylvania by a score of 8-2.

	1	2	3	4	5	6	7	8	9
Tennessee	0	0	2	1	1	2	1	1	0—8
Pennsylvania ..	1	0	0	0	0	0	0	0	1—2

Two base hits—Zehner, Neff. Hit by pitcher—Bush. Time of game—1 hour and 45 minutes. Umpire—Balsen.

In the second game of the series for Our Navy trophy the U. S. S. Cheyenne defeated the U. S. S. California in a loose game by a score of 13-3.

	1	2	3	4	5	6	7	8	9
Cheyenne	4	2	3	1	1	1	0	1	0—13
California	0	0	1	2	0	0	0	0	0— 3

Three base hit—Fox. Home runs—Ashcroft, Frank. Double play—Carmichael. Time of game—1 hour and 45 minutes. Umpire—Fuller.

In the second game of the series for Our Navy trophy the U. S. S. West Virginia defeated the U. S. S. California by a score of 10-2.

	1	2	3	4	5	6	7	8	9
West Virginia.	1	0	0	1	2	2	2	1	1—10
California	0	0	0	1	0	0	0	0	1— 2

Home run—Fuller. Two base hits—English, Shaefer. Sacrifice hits—Snyder 2, Freels. Umpires—Kemp and Murphy.

In the second game of the series for Our Navy trophy the U. S. S. West Virginia defeated the U. S. S. Cheyenne by a score of 4-2.

	1	2	3	4	5	6	7	8	9
West Virginia..	1	0	1	0	0	1	0	1	0—4
Cheyenne	0	1	0	1	0	0	0	0	0—2

Home run—Ashcroft. Three base hit—Reed. Two base hit—Monroe. Sacrifice hits—Shaefer, English, McGinn. Hit by pitcher—Ashcroft, Carmichael. Umpires—Pierce and McCarthy.

The third game of the series for the Our Navy trophy between the U. S. S. West Virginia and U. S. S. Cheyenne was won by the cowboys in a hard fought game, 4-2. C. Carmichael pitched gilt-edged ball for the Cheyenne and was given excellent support allowing but three hits. English of West Virginia also pitched fine ball, allowing four hits and was given good support.

	1	2	3	4	5	6	7	8	9
Cheyenne	0	0	0	0	1	1	0	2	0—4
West Virginia....	0	0	0	1	0	0	0	1	0—2

Home run—Dunham. Double play—Carmichael to Crowley. Hit by pitcher—Shaefer 2. Umpires—Hill and Conners. Time of game—1 hour and 45 minutes.

On July 2d the U. S. Naval Training Station and the Mare Island Marines opened up the series. The U. S. Naval Station taking two shut out games from the Marines. Both games being 5-0.

First game—

	1	2	3	4	5	6	7	8	9
U. S. N. T. S.	2	1	0	0	0	0	0	1	1—5
Mare I. Marines	0	0	0	0	0	0	0	0	0—0

The feature of the game was the pitching of Rentz for the Station boys, who pitched a no hit game. He was given excellent support. Two base hits—Fowler, Jacques, Larimer. Home run—Scott. Sacrifice hit—Yeager. Time of game—1 hour and 20 minutes. Umpire—Asst. Surgeon J. B. Kaufmann, U. S. N. and Snyder.

Second game—

	1	2	3	4	5	6	7	8	9
U. S. N. T. S.	1	1	1	0	0	2	0	0	0—5
Mare I. Marines	0	0	0	0	0	0	0	0	0—0

Three base hit—Scott. Hit by pitcher—Fowler. Time of game—1 hour and 45 minutes. Umpires—Fewel and Gregory.

In the third game of the series for Our Navy trophy the Mare Island Marines walloped the Naval Training Station by a score of 16 to 1.

	1	2	3	4	5	6	7	8	9
Mare I. Mar..	0	3	4	1	2	4	1	1	0—16
U. S. N. T. S.	0	0	0	0	0	1	0	0	0— 1

Home runs—Cunningham, Lyons, Connors. Three base hit—Montague. Two base hits—Burke, Lyons 2. Sacrifice hit—Connors. Umpires—Asst. Surgeon J. B. Kaufmann, U. S. N. and Snyder.

In the third game of the series the Cheyenne team defeated the California in a very close and well played game by both teams. The score:

	1	2	3	4	5	6	7	8	9
Cheyenne	0	0	0	0	0	0	0	1	1—2
California	0	0	0	0	0	0	0	0	0—0

Battery for Cheyenne, Walker and Alworth; for California, Brown and Higgins. Hits off Walker, 4; off Brown, 8.

In the first game of the series the Cheyenne defeated the Naval Training Station by a score of 11 to 3. Battery for Cheyenne, Carmichael and Alworth; for Training Station, Flowers and Ruby. Hits off Carmichael, 5; off Flowers, 12. The Cheyenne team did some very heavy hitting, making two home runs, one three bager, and two two bagers, and beside scored two other home runs on errors.

The West Virginia defeated the Mare Island Marines for the last game of their series on the Marines ground by a score of 8 to 2. The West Virginia tried out their new pitcher (Moss) in this game, who held down the Marines to six hits and two runs. The West Virginia team also got six hits but managed to get eight men across the plate.

The Naval Training Station defeated the Cheyenne team in the second game of their series for the trophy by a score of 11 to 2. The Cheyenne team failed to connect with the ball, Rentz of the Training Station only allowing the Cheyenne two hits.

* * * *

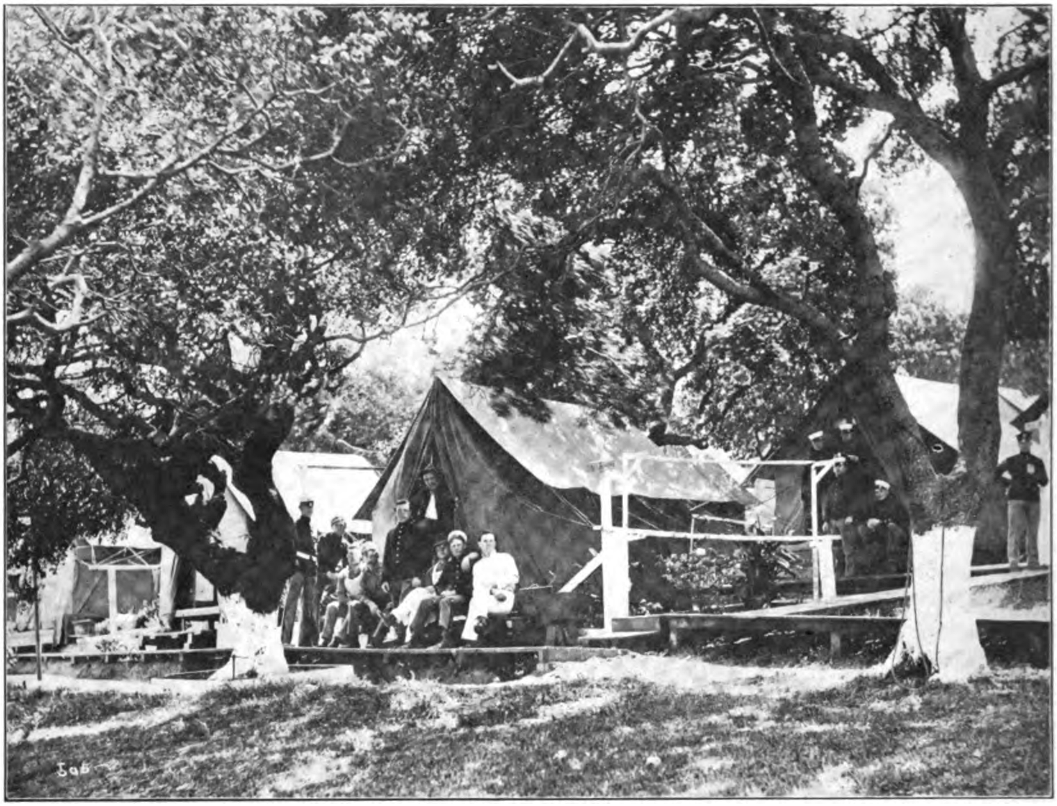
NEW RATING BADGES

All the rating badges of the style in use at the present time have been recalled by the department for re-issue and as soon as the supply on hand is exhausted a new style of rating badge will be issued. The new issue probably will be distributed to the various ships and stations about the latter part of August.

The only change to be made, according to reports, is in the color of the chevron. Instead of the red, which has been objected to ever since its inauguration, the chevrons will be made of light blue felt and will retain their color and lustre much better than the chevrons on the present rating badges.

Service stripes also will be changed. They will correspond in color to the chevrons.

It has been rumored that the new issue of rating badges would be smaller or about the size of the apprentice petty officers' badges. Another rumor is to the effect that the chevrons and service stripes will be white. The latter would be very objectionable from the enlisted man's standpoint.



In the Marine Camp, Yerba Buena

STATION NOTES

Independence Day was observed at the Training Station on Yerba Buena Island by athletic events consisting of various running races and two boat races. The program was not elaborate. It had been expected that no celebration would be held at the Station owing to an order from the Department for the Apprentice Battalion to land in Oakland and participate in a parade. This order was rescinded but a few days before the Fourth.

A boat race between crews from the six companies of apprentice seamen started the events. The crews and boats were towed to their positions near the Key Route mole by steam launches. After the preliminary jockeying for places Chief Boatswain's Mate Phillips started the crews. For over three-fourths of the entire mile course the six cutters were well bunched. One company began to lag at about the half way mark. At the Three-quarters the First Company led with the Sixth in second place and two other boats but a length or two behind. Soon after this they began to string out and crossed the line with the First Company leading by more than two lengths. The Sixth Company took second place. The finish line was an imaginary line directly south of the Intrepid's bow.

After this race a crew from the Yeoman school and a crew from the Intrepid pulled a speedy race over the same course. The Intrepid took the lead at the start and led throughout the entire race. The Yeoman school crew spurted at the finish but was unable to overtake their opponents.

The foot races were held on the parade ground in front of the barracks. The first race was a 100 yard dash. It was won by C. R. Smith of the First Company, with H. Daston of the Fifth Company in second place. No time of the race was kept. The other races and the winners were as follows:

Sack Race—E. O. Sawyer, Second Company, winner; W. G. Barry, Sixth Company, second.

Wheelbarrow Race—H. Daston, Fifth Company, and J. D. Hecker, Fifth Company, winners; A. L. Shaw, Sixth Company, and W. G. Anderson, Second Company, second.

Egg Race—L. Collins, First Company, winner; E. W. Houlne, Third Company, second.

Three-Legged Race—C. M. Larkin, Sixth Company, and A. O'Dean, Sixth Company, winners; J. W. Little, Second Company, and E. V. Golden, Fourth Company, second.

Potato Race—F. Bristow, Second Company, winner; W. T. Milligan, Sixth Company, second.

The tug-of-war was won by the First Company team with the Fourth Company team its final opponents.

* * * *

APPRENTICES QUENCH FIRE

Prompt work by the crew, apprentices and marine guard, prevented a serious fire at the residence of Lighthouse Keeper J. N. Koyod on July 17th. The work of the bluejackets restricted the fire to the second story and kept the loss down to about $1,000.

The first intimation of the fire wes received from the tug Vigilant. Master of Tugs Lockyear had noticed the fire while returning from San Francisco. He immediately blew the fire whistle and signaled the location of the fire to men on the island. The Station team was playing ball at the time and the battalion not formed. Lieutenant Kurtz took charge as soon as the news reached the barracks and had the companies quickly assembled and in a few minutes several hose-carts were racing to the fire. The tug also ran close in shore near the lighthouse and a line of hose was sent from her. The fire was soon under control.

* * * *

Plans have been formulated to have the western part of the lighthouse reserve on Yerba Buena Island planted with trees. The Forestry Department will have charge of the work, which will start as soon as the money appropriated for this work becomes available. It is the intention of the Navy Department to extend the planting of trees to the western part of the Navy reserve as soon as the other parts of the Navy ground have been cared for.

* * * *

The Commissary Department baseball team of the Training Station has defeated the team from the Intrepid in three games during the past month. The Intrepid players ascribe their defeats to the claim that the cooks and bakers gave them too much to eat the day of the game and made them dopey.

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HONOR TO BLUEJACKET HERO

Under command of Chief Quartermaster Julius Smallbone, twenty-six ordinary seamen and the Station band landed in San Francisco on July 4th to represent the Navy at the unveiling of a monument to Benjamin Kreiger, a bluejacket who was killed at his station in an explosion on the battleship Georgia on June 15, 1907. The monument is at the Eternal Home Cemetery. The unveiling services were conducted by Rabbi Kaplan. The stone is beautiful in design and was presented by friends of the deceased.

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PORTOLA FESTIVAL

The number of war vessels which the Navy Department will send to participate in the Portola Festival in San Francisco next October is now known.

It was then announced that the Navy would be represented by the Yorktown, Albany, Buffalo, Cheyenne and about ten torpedo boats. All the other ships of the Pacific fleet, it was stated, would be away on their summer practice cruise at the time of the festival.

The Albany is a cruiser of 3954 tons displacement and was purchased by this country from England just before the outbreak of the Spanish-American war. She was built by the firm of Armstrong, Mitchell & Co. at Newcastle-on-Tyne.

The Buffalo is an auxiliary cruiser of 6000 tons displacement, and was built at Newport News in 1892. She has been used chiefly as a transport and for other special service.

The Yorktown is a gunboat of 1710 tons displacement.

If the torpedo boats are sent, practically all of the torpedo fleet on this coast will be here. It will include the Hopkins, Hull, Lawrence, Perry, Preble, Stewart, Truxton, Whipple and Paul Jones.

None of the vessels which this government will send here will be as large as the Bedford, which Great Britain is sending, as she has a displacement of 9800 tons. The Algerine and the Shearwater, however, are very small, the former being a dispatch boat, and the latter an auxiliary cruiser.

It is probable that the other nations will follow the example of sending two or more vessels, rather than a single battleship.

* * * *

TO REPAIR BATTLESHIPS

More than $3,000,000 worth of work is contemplated on five of the largest ships in the Navy, the Kearsarge, Kentucky, Illinois, Maine and Alabama. The survey for the Kentucky has already reached the Department and contains recommendations for work aggregating $449,000. The Kentucky is now at League Island, but will go to Brooklyn for her repairs.

Most all the work will be on what has been termed "the reduction of top hamper." The new fire control system will be completed aboard these ships, the torpedo defense battery will be changed and the bridges will be shortened materially.

* * * *

ALBANY REACHES HOME

The cruiser Albany returned from a month's watchful cruise along the coasts of Central America on July 18th.

The Albany made a wonderful record coaling at Panama, taking on 650 tons in eight hours by baskets loaded from lighters.

The Albany assisted in taking off the passengers when the liner Indiana went ashore on San Miguel Island. The Albany carried the men and women to Magdalena Bay to be brought here by the cruiser California.

A fire broke out in the vessel's paint locker, below decks, while she lay in the Bay of Fonseca, and four men, Chief Master-at-Arms Nolan, Chief Carpenters' Mate Dill, Gunners' Mate Irwin and Plumbers' Fitter O'Connell went down into the flames with ropes tied around them and wet rags over their mouths and put out the fire. Their courage has brought them letters of commendation from the Bureau of Navigation at Washington.

The Albany left here in command of Captain W. S. Benson, but returns under Captain James H. Oliver. Captain Benson has become Admiral Sebree's Chief of Staff, taking the position occupied by Captain Oliver, who was Admiral Swinburne's Chief of Staff.

* * * *

UNITED SPANISH WAR VETERANS TO HAVE REUNION AND PICNIC

The eleventh anniversary of the surrender of Manila to the American forces, August 13, 1898, will be observed by the United Spanish War Veterans in the usual fitting manner, only on a more elaborate scale than formerly, by having a big reunion and picnic at the new East Richmond Park on Sunday, August 15, 1909.

A special effort is being made to assemble the veterans who reside in this section of the State, also to bring out a large number of comrades stationed on Yerba Buena Island, and the several cruisers now in the Bay and at Vallejo.

Barrett Camp of Alameda and Lawton Camp of Vallejo are arranging for the reunion, and it is confidently expected that there will be at least three thousand comrades and their friends from the latter city, and with the large turnout from the Bay cities the gathering will number several thousand.

In the past few years the organization has grown rapidly in numbers and influence. Many prominent men are enrolled in their ranks, including ex-President Roosevelt, General Miles, Admiral Dewey, Admiral Schley, General Bandholtz, Chief of the Philippine Constabulary, and several Governors of states and members of Congress.

The principal objects of the organization are the promotion of the best interests and general welfare of all veterans of the Spanish-American war and their dependents, assisting sick and unfortunate comrades and their families, the advancement of universal liberty and justice, the inculcation of the principles of freedom, patriotism and humanity in the rising generation and the demonstration of the fact that good citizenship in time of peace exemplifies the spirit of patriotism quite as much as bravery on the field of battle.

The present organization is the result of the amalgamation in April, 1904, of the Spanish War Veterans, Spanish-American War Veterans, Service Men of the Spanish War, and the Society of the Hispano-American War, to which have been added the Legion of the Spanish War Veterans, in October, 1906, and the Veteran Army of the Philippines, in September, 1908.

They now have some six hundred camps, scattered all over the United States, including eight in the Philippine Islands, one camp in Hawaii, and one in Alaska, aggregating 30,000 comrades now in active membership.

The United Spanish War Veterans has been officially recognized by the authorities at Washington as the representative organization of the Spanish-American war. Last year when the Arlington Memorial Commission was appointed, with a large fund at its disposal for the erection of a suitable memorial building, Congress directed that the Commission should consist of the Secretary of War, Secretary of the Navy, Superintendent of Public Buildings of the District of Columbia, and two other members, one to be appointed by the Commander-in-Chief of the Grand Army of the Republic, and the other to be appointed by the Commander-in-Chief of the United Spanish War Veterans. In addition to this, on the U. S. W. V., in conjunction with the G. A. R., has been conferred the honor of forming the morning inaugural escort of the President and the President-elect from the White House to the Capitol.

The sixth annual encampment of the Department of California, United Spanish War Veterans, will be held this year at Pasadena, August 30th to September 1st, and for the first time in the history of the organization, the extreme West has been formed with the National Encampment, which will be held at

Tacoma, September 8th, 9th and 10th. Special rates from all parts of the country have been granted by the railroads, and it is believed there will be several thousand veterans attend the encampment.

At the recent session of the Legislature of the State of California two bills were passed through the efforts of the Legislative Committee of this Department. One of the bills prohibits sparring exhibitions and prize fights on Memorial Day, and the other makes it a misdemeanor to desecrate the flag, and other measures, tending to create a greater reverence for the flag have been fostered by this young patriotic organization.

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WANT SHIPS ON RIVERS

A short time ago the State of Mississippi succeeded in having that battleship named after the State sent up the Mississippi River to Natchez in order that a silver set might be presented on the territory of that State. The ship made the trip without mishap and probably did a good service by demonstrating that with careful navigation a large ship might steam up the Mississippi. The people of New Orleans have now started an agitation to have a whole fleet of warships sent up the river just to prove that the ships can do it.

It seems that propositions of this kind are too strong. The Navy undoubtedly belongs to the whole people, and they would all like to see a warship, but warships cost much money and no chances should be taken with them.

* * * *

The Native Son Afloat, the ship's paper of the U. S. S. California, has gone the route of many a better publication and has ceased to be counted among the ranks of the visible. The untimely death of the Native Son Afloat is to be lamented, as it was a most deserving publication, and easily ranked as one of the best in the Navy, although two issues covered its entire existence. One of the staff relates the final struggle as follows:

"It behooves me very much to inform you, though rather late, of the untimely death of the Native Son Afloat.

"This dear periodical, although in its infancy in the literary world, had great prospects of becoming one of the best and happiest of ship's papers. But the blow came sudden and the poor thing was swept from the face of the earth. This is how it happened:

"The second edition was published in Magdalena Bay, when the crew was out of the necessary funds. It is the same old story. The paper on 'tick'—pay day—liberty—no money and the poor scribe sits and counts his 'fountain checks.' One-two-three—yes, three steams and all won on a ball game.

"Well, the long and short of it was no money, no paper. Our dear editor was last seen at Tacoma, Wash., with a blanket strapped on his back and headed for the tall timbers."

* * * *

MANY OFFICERS RETIRED

The following officers of the Navy have been placed on the retired list from June 30, upon their own applications, under the provisions of the personnel law:

Captains retired with the rank of Commodore:

Stacy Potts.
Isaac S. K. Reeves.
Moses L. Wood.
Frank H. Eldridge.
William Braunersreuther.

Commanders retired with the rank of Captain:

Harry M. Dombaugh.
Harry George.
William C. Herbert.

The board convened to select officers for retirement, consisting of Rear Admirals Charles S. Sperry, William T. Swinburne, Conway H. Arnold, Seaton Schroeder, and Richard Wainwright, with Lieutenant Commander David F. Sellers as recorder, recommended that the following officers be placed on the retired list, from June 30, in accordance with the personnel law, to make up the forty vacancies required in the fiscal year ending on that date, and these recommendations were approved by the President:

Captains retired with the rank of Commodore:

Dennis H. Mahan.
Alexander McCracken.
John B. Collins.
Edward F. Qualtrough.
William S. Hogg.

Commander, retired as Captain:

Leo D. Miner.

Lieutenant Commanders retired as Commanders:

Glendie Tarbox.
William H. Bush.
Charles T. Jewell.

* * * *

Billie Burke, a mascot on the Albany, died in Los Angeles after several meals of imitation flowers on the head gear of fair maidens who were visiting bluejackets aboard. The crew mourned the loss of their fawn. As much for the namesake of the pet as for the mascot.

TO TEST ORDNANCE

After repeated recommendations of the Chief of Ordnance of the Navy for several years, Congress was this year prevailed upon to appropriate $100,000 for experimental ordnance work. This sum became available on July 1st.

Rear Admiral Newton E. Mason, Naval Chief of Ordnance, has already prepared a program for the work to be conducted, but the plans and results of the work will be kept secret, as far as possible, in order that the information may not be imparted to foreign governments.

One of the tests which ordnance experts have long wished to make is in the ascertaining of the effect of the impact of shells when fired at actual ranges such as would likely pertain to warfare. The experiments hitherto had in the firing of projectiles against targets, such as those some time ago when the monitor Florida was made the object of attack in Hampton Roads, were at short ranges, when the powder charges and other conditions were made to approximate long ranges. The results attained from this manner of firing are not considered conclusive, and it is, therefore, desired to conduct the firings at actual long ranges.

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FOUR NEW SUBMARINES

Now that the matter of calling for proposals for the construction of two battleships is out of the way, attention will next be given to the question of contracts for the four submarines to be acquired in accordance with the last naval appropriation act.

The specifications for these boats will closely follow those of the submarines of the latest design now in service. The limit of cost of $2,000,000 for the four boats will preclude any increase in size, and the opinion of experts is that there is no necessity of making such boats of more than 600 tons displacement. Indeed, it is thought that all that is necessary for a thoroughly efficient submarine can be brought within a displacement of 400 tons. However, there are others who believe that the submarine is destined to be developed to a size of at least 1,000 tons displacement.

* * * *

BOXING TOURNAMENT

A boxing and wrestling tournament was held on the quarterdeck of the South Dakota while that ship lay at anchor in Amapala, Honduras, Harbor. The ship's paper gives the outcome of the events as follows:

"Feather Weight—Boyden vs. Kramolisch, Three two-minute rounds, one minute rest. Decision a draw.

"Wrestling. Catch as Catch Can—Sheridan vs. Shannon. Hays to secure two straight falls in ten minutes. Shannon won. One fall each.

"Light Weight—Barnes vs. Rancoroni. Three two-minute rounds, one minute rest. Decision a draw.

"Welter Weight—Mahoney vs. Jackson. Three two-minute rounds, one minute rest. Jackson won.

"Battle Royal—Deck, Rodriguez, Dixon, vs. Engineers, White, Dyer. Engineers' Division won.

"Chief Yeoman Purman, timekeeper; Midshipman Austin, Referee; C. J. Simmons, Announcer.

"The above entertainment was given during our stay in Amapala waters and resulted in the decisions as given. The first bout was stopped just before the end of the third round, one of the contestants injuring his foot."

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SAVES SHIPMATE'S LIFE

Midshipmen Lawrence H. Austin and Hugh J. Knerr, U. S. N., attached to the U. S. S. Albany, had a narrow escape from drowning at Corinto, Nicaragua, on June 3d. They went out for a swim in the evening, using a canoe, which when some distance from the vessel turned over, and a strong current carried the two midshipmen toward the sea. They held on to the canoe and tried to right the craft, but soon found that it would not do them very much good, as they had lost the paddles. Midshipman Austin struck out for the beach, and just made it after being dashed against the rocks by the surf. He ran two miles along the coast and sent a native to the cruiser to report the affair. Chief Gunner James T. Roach and Boatswain Allen T. Webb went out in boats to Midshipman Knerr's rescue, Webb taking the deep water and Roach along the beach. The two boats cruised up and down until 8:40 o'clock when Boatswain Webb found Midshipman Knerr a short distance from the beach struggling in the surf. The midshipman had a hard fight to keep off the rocks, and was almost exhausted when rescued.

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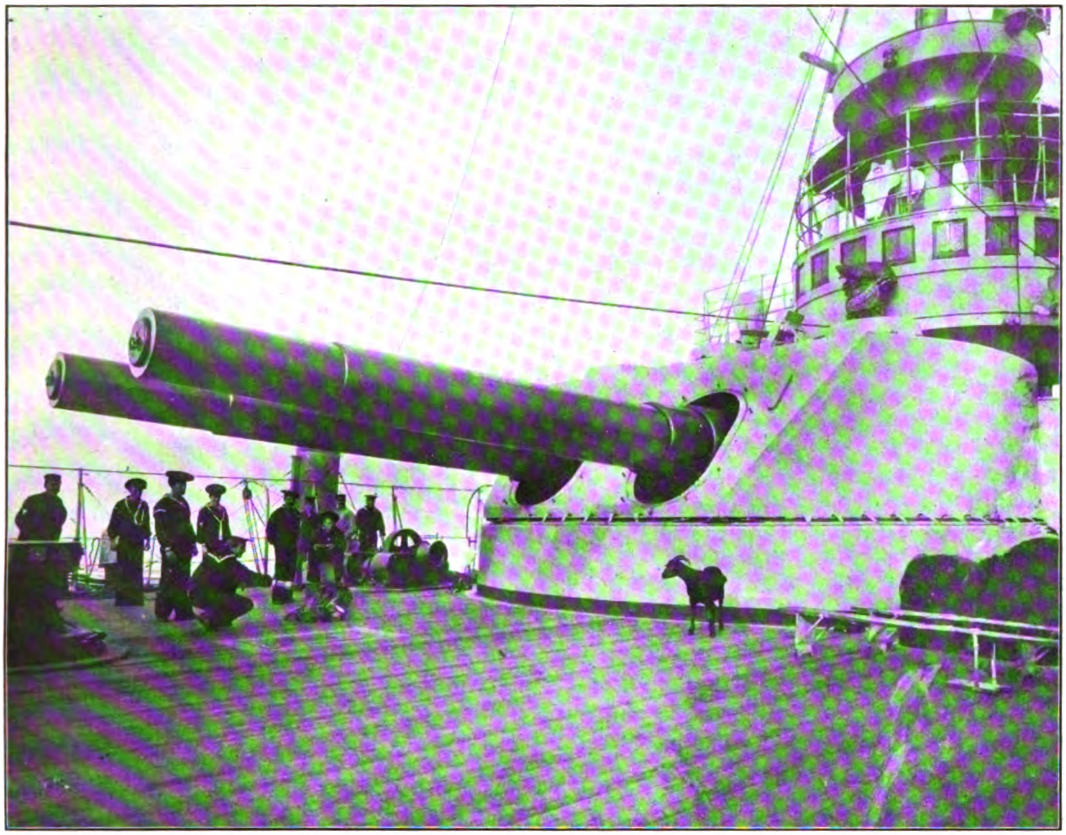
COLLIERS NEAR COMPLETION

The colliers Hector, Mars and Vulcan, under construction for the Navy at the works of the Maryland Steel Company, Sparrows Point, Md., are nearing completion. The Mars will be ready for official trial about July 10th, the Vulcan in August and the Hector in September.

The vessels will be assigned to the Atlantic fleet. Each has a displacement of 11,200 tons, and has a cargo capacity of 7,500 tons of coal.



Forward Turret U. S. S. Wisconsin

SAILORS CHASE PET

The crew of the U. S. S. Wisconsin furnished fun and amusement for people living near the Navy Yard at Portsmouth, N. H., last month. The Wisconsin has a kangaroo, or properly speaking a wallaby, for a pet. The wallaby had been pretty lively aboard ship one morning, but no one suspected the pet of being a ship jumper, the gangway was not very well guarded. Seizing an opportune moment his nobship, the wallaby, leaped ashore and skurried townward.

The inhabitants of Portsmouth have not been educated to wallabies and as a consequence fire and police alarms began to ring all over the town. Searching parties were dispatched from the ship and with bodies of police and citizens the town was scoured for the pet. He was captured without mishap by a party of the men from the ship, but not until the town had become excited.

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Arrangements have been completed at the Navy Department whereby the naval militia of several of the Eastern States will work with the officers and men of the sixteen battleships during the coming manoeuvres in Provincetown Bay and off the Chesapeake Capes. One company of sixty men and four officers will be assigned to each of the ships and will remain on board one week. This, it is explained, is the first time the naval militia has had an opportunity of coming in such close touch with the Navy, and it is expected that the plan will work to their advantage.

There will be one company from Maine, nine from Massachusetts, three from Rhode Island, one from Connecticut, two from New Jersey and three from the District of Columbia. In New York the appropriations admit of a practice cruise only every other year for the naval militia.

It is expected that all the naval militia north of New York will visit the ships at the same time, presumably during their early drill practice in Provincetown Bay in July. The other States will send their militia probably during the last week of the manoeuvres, which will end August 7th in Hampton Roads.

A NEW THEORY

The Earth a Motor. Why Wireless Fails During Daylight

The earth with its atmosphere is a looped conductor, revolving in a magnetic field, radiating from the sun. The earth turning in the direction of the sun, or from east to west, and cutting these lines of force from the sun, at an enormous rate generates an electric current of great voltage and establishes the magnetic field of the earth.

A single wire or a looped conductor extended in a vertical direction, at the equator will have a current induced in it that is in exact ratio with its height. This is caused by the fact that the higher the wire the faster it moves through the sun's magnetic field and the greater becomes its rate of cutting lines of force.

The above is true at any point on the surface of the earth, but the ratio becomes a complex problem as the nearer the poles the slower the cutting rate becomes on account of the slower velocity of the earth's surface at such points. Also the rarified air of the higher altitudes affords the shortest path to the magnetic poles which become the collector rings or absorbing point of our electric machine (the earth).

The earth may be considered as a motor or a dynamo. Subject to all the faults that effect our humble little fan motor are our greatest dynamos. Of course their effects would not be so great or we might have more trouble than we could handle.

Probably the greatest disturbing element we have are the sun spots which occur with most force about every ten years. These create a disturbance in the sun's field that may be likened to a sudden weakening or strengthening of the field of a dynamo or motor, causing the same effect in the earth's magnetic field.

A comparison of the above with the known data on all electro magnetic phenomena will show a direct relation that will not conflict in any considerable degree.

The effect of magnetism on the compass variations, its dip, intensity, etc. Also a study of the atmospheric conditions around the Polar regions and of the action of the electric current in rarified air will give valuable assistance in the explanation of the aurora borealis and australis.

Wireless telegraphy under the above conditions becomes a subject of which much is yet to be learned. At every altitude and in every latitude conditions are different and a law governing height and capacity of antenna can not be applied the world around. An antenna three hundred feet high at the magnetic equator might have several times the voltage induced in it that a similar one situated in New York or San Francisco would have. It is not unreasonable that we can extend our antenna to such a height that during the day the induced voltage will overcome the magnetic wave and render the station useless.

The positive electricity in the air has no relation to static electricity. In fact it is the current generated during the period the point of observation is in the sun's field and is the more perceptible in clear, dry weather.

Just before sunrise it is at a minimum and reaches a maximum about nine thirty or ten o'clock. Then it decreases until about three p. m. and again rises until darkness. This fact is undoubtedly related to the daily variation of the magnetic compass. During the night this current is gradually dissipated.

From the above we may say that working wireless in the daytime is just the same as trying to send a wireless wave between the armiture and pole pieces of an excited motor or generator. Owing to the size of the earth and the extent of its atmosphere we may consider a wireless wave as an eddy current in the iron of a generator or motor. That is an electro magnetic wave may be induced in the atmosphere that would travel with the speed of light if not interfered with. During darkness the earth short circuits the sun's magnetic field and we have a space somewhat less than half the earth's surface where there would be ideal conditions for wireless communication. The two worst foes to contend with are the regular atmospheric electricity that is slowly disappearing all night and the static which is generated at any time day or night by local conditions of heat, wind, rain and such.

WALTER N. FANNING,
Electrician 1st Class, U. S. N.

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OFFICERS MUST EXERCISE

Beginning with July 1, 1909, all officers on the active list of the Navy, either ashore or afloat, must begin to take physical exercise, according to executive order. The tests may consist of either:

Riding ninety miles in three consecutive days on horseback.

Walking fifty miles in three consecutive days.

Riding a bicycle 100 miles in three consecutive days.

This order was issued by President Roosevelt on January 4, 1909, and many officers hoped it would be repealed by President Taft. Mr. Taft evidently saw as his predecessor, for the order sticks.

TO TRY FOR COMMISSIONS

Not all of the line officers now on the active list of the Navy are graduates of the Naval Academy. There are to-day twenty-two line officers who entered the Navy as enlisted men, and after being advanced to either boatswains, gunners or warrant machinists, passed successful examinations and received appointments as Ensigns. Some of them have passed through that grade and that of Lieutenant, junior grade, and are now well on through the grade of Lieutenant. Congress in 1901 passed a law that the Secretary could commission each year twelve warrant officers who had served in the Navy a number of years as enlisted men and as warrant officers. No complaint has been heard about those who have been fortunate in securing commissions. Warrant officers applying for commissions as Ensigns are put through an examination in navigation, engineering, seamanship, gunnery, electricity and military law.

Examinations are to be held on July 30th of warrant officers who are candidates for commissions as Ensigns in the Navy. Last year only three took the examination, two of whom were found qualified and commissioned. This year but two applications have been so far received from warrant officers, they being Boatswain John Davis and Gunner Harry Adams. It is expected that other applications will be filed with the Navy Department before the date of examination. The examinations are very exacting, and it is a great honor for a warrant officer to be able to pass them.

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CLAIMS TROPHY RECORD

The Louisiana claims to hold the Navy record for the number of cups and trophies won or held by the various athletic teams of that ship. The claim of that ship is set forth as follows in the ship's paper:

Keen is the rivalry in the Navv for the honor of winning one or more of the many challenge cups and trophies to be contested for in rowing, sailing and athletics. The battleship Louisiana holds the majority of the challenge trophies and owns outright a number of others. The boat crew of picked men of the Louisiana has beaten every crew that has opposed it, capturing seventeen trophies. Sixteen of these trophies are of silver, ranging from six to sixteen inches high, all handsomely designed and engraved.

The most highly prized of all the Navy's trophies, now held by the Louisiana, is the Battenburg Cup of solid gold, which stands about twenty-six inches high. It is a challenge cup, which was presented by the enlisted men of the British second cruiser squadron, which visited the United States in 1905 under command of Prince Louis of Battenburg.

It is contested for every three months by boats from ships of the Atlantic fleet, and the ship winning the cup must defend it when challenged. If a ship of the British Navy is present when the race is rowed an invitation may be extended to enter the race or pull the winner. In the event of a British ship winning the race her name must be inscribed on the cup, and then the trophy is returned to the Commander in Chief of the United States fleet and held by him until again won by one of the ships of the fleet. The race for this cup is with a twelve-oared cutter for three miles. The British cruiser Argyll defeated the American crews in 1907, but the Louisiana crew successfully defended the cup twice in Australia and once at Gibraltar against British crews.

The trophies belonging to the Louisiana are the Callao Cup, offered by the Callao, Peru, Rowing Club, and presented to the Louisiana's crew by the President of Peru after a race in which there were four Peruvian entrants and two American; the Chinese Cup, presented by the Chinese Government during the visit to Amoy; the Thompson Cup, presented by Colonel R. H. Thompson to be pulled for by the champion crews of the American and Japanese fleets at Yokohama, 1908; the Amoy Cup for gigs, presented by the Chinese Government; the Seattle Cup for deck crews, the Seattle Cup for marine crews, the Seattle Cup for engineer crews and the Seattle Cup for picked crews, all presented by the City of Seattle; the San Diego Sailing Launch Cup and the San Diego Marine Crew Cup, both presented by the City of San Diego.

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The pneumatic ammunition hoist, after trials at Newport and New York, has been installed on the Massachusetts. The Navy Department reserves the right to reject the hoist if it offers no advantage over the present hoist. The principle is practically that of the pneumatic tube. The advantage is avoidance of automatic shutters and the possible dropping of grains of powder into the handling room.

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By direction of the President, the name of the Pacific entrance of the Panama Canal has been changed from "La Boca" to "Balboa," in honor of the discoverer of the Pacific Ocean.

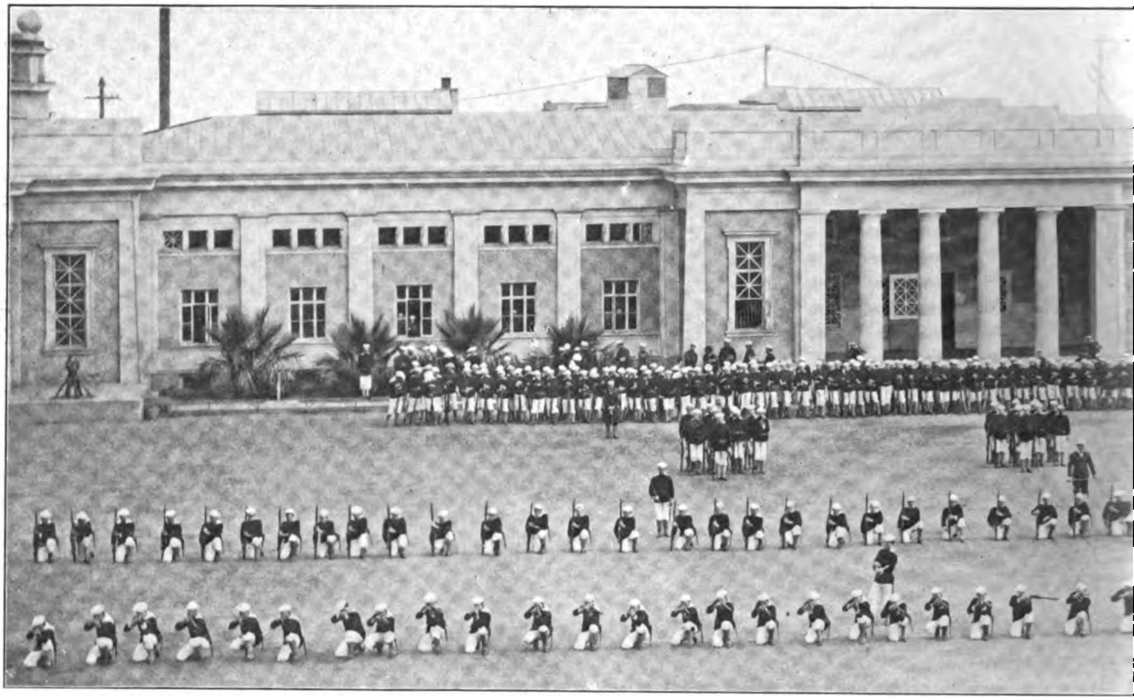
WIRELESS FOR SUBMARINES

Experiments are being made by the Electric Boat Company at Quincy to send wireless messages from a battleship to submarine boats under water. The experiments also include sending wireless messages from one submarine to another. The submarine Narwhal, the largest in the United States Navy, has been the object of experiment. The boat is fitted with appliances which cause it to rise to the surface in case of accident to the machinery. The company is experimenting on a new propulsive power. The Narwhal is one of eight boats of the same type, four of which have already been launched. The craft have stood submergence to a depth of 210 feet.

BIDS FOR BATTLESHIPS

Confidential circulars defining the characteristics of the 26,000-ton battleships Arkansas and Wyoming, to be built by authority of the last naval appropriation act, were issued to shipbuilders last week. The specifications call for turbine propelling engines of the Parsons type and Babcock & Wilcox boilers. It is also provided that builders may submit bids of their own designs of engines, and it is expected that one bidder will take advantage of this clause to submit a proposal which contemplates the use of Curtis turbines.

The limit of cost of each of these vessels, exclusive of armor and guns, is $6.000.000.



Skirmish Drill, Yer

MARRIAGE IS FAILURE

The marriage of Harry L. Heilman, a bluejacket on the Atlantic fleet, and Miss Rosie King, of San Francisco, has been a failure according to the newspaper stories. The young wife has filed proceedings for a divorce in the San Francisco courts, claiming that her husband has deserted her. The couple were married while the fleet was in San Francisco, and Heilman sailed away never to return. The petition claims he promised to return from Manila and turn landlubber for the pretty bride. She further claims that her husband loves the Navy more than he does her and consequently she doesn't want him.

CHINA STARTS NAVY

The Navy Board of China of which Prince Su is President, has completed for recommendation to the Throne the program for the creation of a new navy. It provides for two fleets, each consisting of four first-class battleships, eight second-class cruisers and ten third-class cruisers, with gunboats, torpedo boats and transports, bringing the total for each fleet to forty vessels. Each fleet will be under the command of an Admiral. One will be stationed north of the Yangtze and the other south.

VESSELS BUILDING

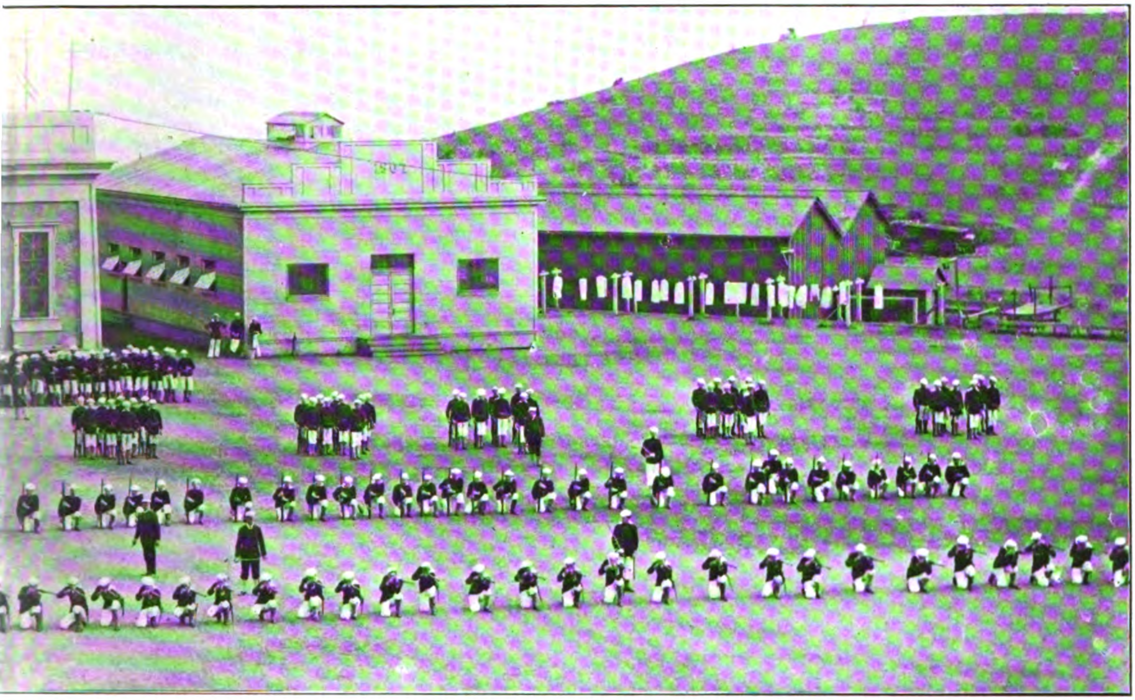
The following was the degree of completion of vessels under construction for the United States Navy on July 15, 1909: South Carolina, 98; Delaware, 90; North Dakota, 90; Florida, 22.5; Utah, 25.6. Torpedo boat destroyers: Smith, 92.1; Lamson, 87.4; Preston, 80; Flusser, 79; Reid, 78; Paulding, 19.76; Drayton, 18.7; Roe, 56.6; Terry, 46; Perkins, 34; Sterrett, 35; McCall, 16; Burrows, 14; Warrington, 18; Mayrant, 27. Submarines: Stingray, 99; Tarpon, 99; Bonita, 97; Snapper, 90; Narwhal, 96; Grayling, 95; Salmon, 87; Carp, Barracunda, Pickerel, Skate, Skipjack, Sturgeon, Thrasher and Tuna, 1. Colliers: Vestal, 99; Prometheus, 99; Mars, 90. Tugboat: Patapsco, 99.5.

SEAMAN DROWNS

While sailing on Angel Lake, near Orilla, Wash., Albert A. Clark, from the United States Cruiser Pennsylvania was drowned. His body was recovered by Ensign McCain, from the warship, and a party of searchers.

Clark was a member of a camping party from the Pennsylvania and was sailing on the lake with two companions, James McManus and Thomas Hood. The boat was struck by a squall, and Clark, believing it was about to capsize, leaped into the water.

The boat didn't capsize, and before his companions could reach him, Clark sank.



a Buena, California

CRUISE OF THE ST. LOUIS

The U. S. S. St. Louis arrived at Tuituila on July 25th on her way home during her two months' cruise in Southern Pacific waters. She left San Francisco June 16th for Honolulu. She has visited that port and Suva in the Fiji Islands. On her return she will stop at Tuituila and Honolulu. She is expected to leave Hawaii about August 14th and arrive at Bremerton August 20th, after having visited all the possessions of the United States in the Middle Pacific.

The cruisers Tennessee and Washington received their marine guards at Bremerton last month from the marine garrison at that place. Seventy men were sent to each ship. The Maryland and Colorado will receive their guards soon.

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Major-General Elliot, commandant of the United States Marine Corps, has ordered the discontinuance of extraordinary physical tests, as not being in accord with the requirements for such exercise as will demonstrate the physical fitness of the men in the service.

IDENTIFICATION SYSTEM

A system of identification has been adopted by the Pacific fleet to designate to what division and to what position in the division each ship belongs. The identification consists of one or more black stripes painted on the upper part of one of the four smokestacks of the ship. The number of stripes denotes the number of the division. The smokestack on which the stripe or stripes are painted, indicate the ship's position in the division. As there are four ships in each division and four smokestacks on each ship, the system of identification works out very well. For instance, the cruiser Colorado being the fourth ship of the second division is identified by two stripes on the after stack. The cruiser Washington being the second ship of the first division, has one stripe on the second stack forward. The flagship Tennessee, which is the first ship of the first squadron, is identified by one stripe on the forward smokestack.

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OFFERS TORPEDO TO NAVY

John W. Correll, recently master-at-arms, first class, on the armored cruiser New York, and now at the Chelsea naval hospital, has several interesting inventions for a dirigible aerial torpedo and detonator which can be fired, he says, from an airship with the same accuracy as a shot or torpedo can be fired from a warship or fort.

He claims that his invention, when perfected, will revolutionize modern warfare.

Correll, who is a native of England and has called Youngstown, Ohio, his home since his infancy, is at present under treatment at the naval hospital for a general nervous breakdown. He has been "surveyed" by a board of medical officers of the Navy, and it is stated that a recommendation has been made that he be discharged from the service by reason of his illness.

Correll served a five-year enlistment in the U. S. marine corps and has been in the Navy for two years. He was graduated last March from the gunnery training school at Newport as a seaman gunner.

Correll offered his inventions to the Navy Department for the sole cost of the expense of patenting them. He had one interview with Secretary Newberry of the Navy Department on the subject.

Secretary Newberry referred the plans to the Bureau of Naval Ordnance for investigation. Rear Admiral Mason, head of the bureau, reported on the subject, and Secretary Newberry sent Correll a letter which he prizes most highly, despite the fact that it states that the Naval authorities, after investigation, decided that the dirigible aerial torpedo and detonator devices of his were not of sufficient value to warrant any expenditure by the Government for the acquisition of the patent rights.

The War Department, to which the plans were subsequently referred at Correll's request, returned them with the brief statement that, as there was no appropriation available for experiments in military aeronautics, they could not be taken up at the present time.

Correll, however, believes that his plans are practicable and that when entirely perfected will be of such importance as to revolutionize the methods of warfare.

He thinks that the dirigible type of torpedo, arranged to be fired with absolute accuracy and positive trajectory from an airship, along the lines of his ideas, is the only solution of effective armament for an airship.

* * * *

THE CLASSY WEST VIRGINIA

There is some class to the West Virginia these days if the statements of the crew are to be taken whole. That ship claims to be the best home, to have the fastest baseball team, the sturdiest football aggregation, the swiftest rowing crew and several other things. Now to cap the whole claim comes the "Ditty Box," the ship's paper, which by the way is one of the best in the Navy, and affirms that the West Virginia is becoming real saucy and entertains real live chorus girls with rag-time music and blushes by the more bashful of the gang for'ard. This is proof positive that the bluejacket gets good money, for heretofore only millionaires have figured in the same stories with the dashing favorites of the footlights. The "Ditty Box" narrates the event as follows:

"Six chorus girls from the Lyric Theater of Seattle gave several vocal selections Wednesday afternoon, June 4. With Charley Douglas at the piano the girls sang all the latest songs, which were much appreciated by the crew. The girls are members of a stock company now touring the Northwest and as they were acquainted with our commissary steward, he invited them over to see the ship, and when they had finished sight-seeing they were induced to sing a few songs.

"Sharkey, the great baritone singer and running mate of Caruso, sang a few selections with them, his voice blending perfectly with the ash hoist, in fact many mistook the noise of the hoist for his singing."

SECRETARY VISITS STATIONS

Secretary Meyer of the Navy paid his first visit to the Naval Station at Newport, arriving from New London on the dispatch boat Dolphin. As the Secretary landed he was saluted with seventeen guns and was received by Rear Admiral John P. Merrell, Commandant of the Second Naval District and President of the Naval War College, with his staff, and Commander William F. Fullam, commanding officer of the training station, and his staff.

The Naval brigade of apprentices was drawn up with the marine guard, who saluted the Secretary. Later the brigade gave their infantry drill. A feature following was the singing of "The Star Spangled Banner," and "Columbia, the Gem of the Ocean," by the 1,200 apprentices, with their band, on the parade ground, which greatly pleased the Secretary.

Later the Secretary visited the Naval War College, watched the officers in their war games and visited the torpedo station.

* * * *

SEATTLE PLEASES BLUEJACKETS

Ship's entertainments and athletic contests between the men were plentiful during the stay of the Pacific fleet in Puget Sound waters before the two divisions parted for repairs at their respective Navy yards. The big events at the A-P-Y Exposition grounds came first. After that the decks of the ships saw the revelry and sport.

The U. S. S. California gave a smoker to the men of the Pacific fleet and the Japanese cruisers Aso and Soyo. Twenty-five men from each vessel made the visiting party. The guests were profuse in their thanks to the Californians for the entertainment. The program was as follows:

Selections, band; boxing, six rounds, Day vs. Goff; buck and wing dance, Speer and Jones; boxing, six rounds, Figueroa of the California vs. Smith of the West Virginia; selections, Mandolin and Guitar Club; battle royal, J. Roberts, Watts, Gilmore, V. Roberts and Burns; boxing, Adams vs. Daniels; buck and wing, Koenig and Healey; boxing, Smith of the Pennsylvania vs. Turner of the California, six rounds.

REFRESHMENTS

Turkey Sandwiches Ham Sandwiches
Layer Cake Apples Assorted Cake
Beer Iced Tea
Cigars Cigarettes Pipes and Tobacco

Several interesting entertainments were given by the Y. M. C. A. of Seattle during fleet week. A new autopiano, together with the talent belonging to the local organization furnish many a bluejacket with wholesome enjoyment. Votes of thanks were given the Seattle Y. M. C. A. for the interest shown in the visiting sailors.

The regular sports at the grounds were held under the auspices of the Exposition officials. The Navy and Army were the competitors. In the tug-of-war the Army claimed that the Navy team won because the men were more used to pulling on ropes. After this claim had been advanced a canvas of the bluejacket team was made and a majority of the men were from the Engineers' divisions of the ships.

The fleet will spend a short visit at the Fair again before the start for the eight months' cruise to the Orient is made. Plans are already formulating to make this stay of the bluejacket as enjoyable as the last, according to reports sent out from Bremerton and Seattle.

* * * *

BOILER TUBE BURSTS

Five men were scalded by the bursting of a boiler tube on the torpedo boat Hull on June 29th, as she was passing down the Bay to Sausalito, where she was to have remained over night, preparatory to starting for Seattle. Fireman B. F. King was badly scalded. The others injured are J. M. Rober, Francis Crawford, John R. Carter and Newton Carish. The surgeons think all will recover. Off Alcatraz Island the steering gear went wrong and the engines were stopped while repairs were attempted. As the vessel drifted with the tide a tube in one of the boilers blew out, opening a long crack from which a cloud of scalding steam escaped. The firemen were in the boiler room at the time, and they scrambled toward the hatchway and deck. King was the last man to reach the ladder, and as he stumbled to the bottom rung a second tube blew out, King receiving the full force of its charge of steam. Aided by his comrades he reached the deck, and a few moments later the exhause valves emptied the boiler of steam.

* * * *

MANY MEN OF THE NAVY

are getting great satisfaction from the use of Allen's Foot-Ease, the antiseptic powder for the feet. This splendid preparation is now for sale in all Canteens of ships of the Navy, also at all Army Posts, and is much praised.

* * * *

The July issue of The Volunteer, published monthly aboard the Flagship Tennessee by J. E. Erwin, contains much news of interest to the men of that ship and is put up in a bright and breezy manner.

SCOUT CRUISERS RETURN

The scout cruiser Salem, one of the three vessels which went to Liberia to bring to this country the members of the Commission investigating the government of that country, will go into dry dock at the Charleston Navy yard to have her hull cleaned and painted.

On the run across the Atlantic alone the Salem made an average speed of 17 knots an hour, while her average coal consumption daily was 134 tons. Coming back from Funchal, Madeira, while the three vessels were together, the Salem showed an average coal consumption of only 90 tons daily, while the Birmingham consumed 110 tons and the Chester 140. During this time the vessels were proceeding at an average speed of only 13½ knots an hour, owing to trouble with one of the Chester's turbines. After leaving the other vessels the Salem came into Boston at a 19-knot speed.

The officers of the cruisers are somewhat at a loss to account for the showing made while they were together, as on the official coal consumption tests made before the three vessels crossed the ocean the consumption shown was: Salem, 107 tons; Chester, 85 tons; Birmingham, 71 tons. The foulness of the bottoms of the Birmingham and Chester, owing to their long anchorage off Liberia, which country the Salem did not visit, was advanced as a possible cause; but the officers of the Salem contended that the Salem had no advantage while lying in the mud at Quincy.

* * * *

Sitka, Alaska, June 22, 1909.

Editor Our Navy: There have been a few changes in the command at this post since last writing.

Privates Dene and Pixley left June 10th for Annapolis, Md., and Bremerton, Wash., respectively.

Private Joseph Schule discharged June 13th by reason of expiration of enlistment, sailed June 17th for the south. Private J. J. Harkins discharged June 22d by expiration of enlistment, left same date.

U. S. R. C. Bear called at this point June 15th, sailed the 18th inst.

Hospital Steward League, First Sergeant Holt and Private Henderson left for a five-day hunt and secured two deer as trophies of the chase, and the mess tables are now burdened with nice, juicy venison steaks. League had the misfortune to fracture one of the small metacarpal bones and will be confined to his quarters for a short time.

The team from the U. S. R. C. Bear and Marine team played a game of baseball June 17th. The Marines won to the tune of 23 to 3.

On the 14th inst at 12 m. an incipient blaze was discovered in the kitchen at the wireless station, Japonski Island. With the assistance of the marine guard the fire was soon under control. Damage nominal. It is supposed to have originated by the super-heating of a film curtain, which was drying behind the kitchen stove. Too much praise can not be bestowed upon the wireless force for their heroic action in face of danger. Chief Gallagher was badly burned about the arms, but at present writing is able to be about. First-Class Electricians Dustin and Haan and Cook Anderson did valiant service in fighting the flames.

* * * *

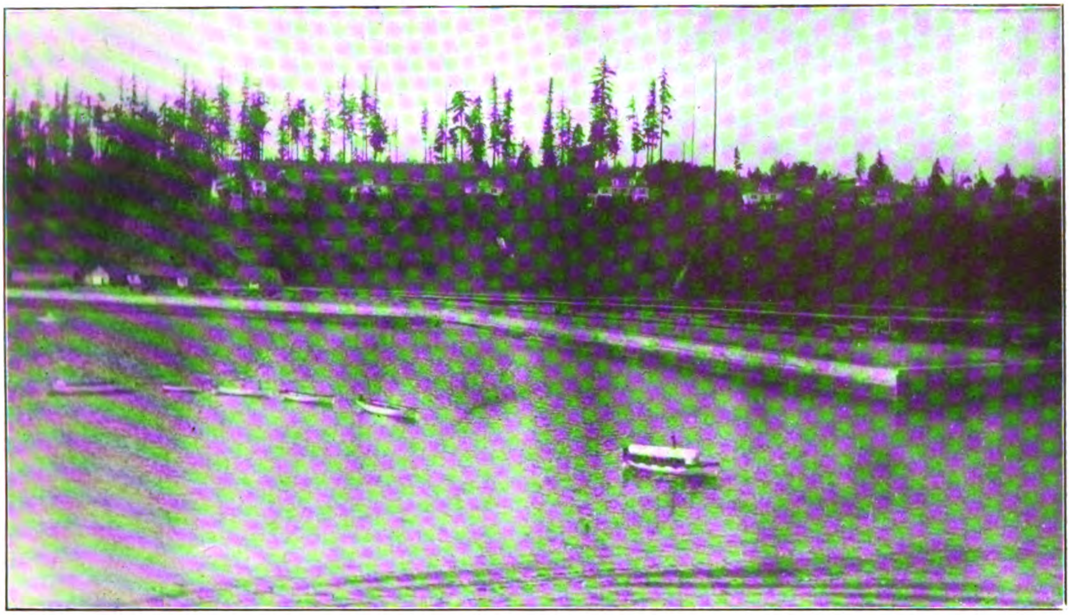
TOO MUCH CRITICISM

Someone is most always nowaday's imagining themselves Jove appointed to rake the American Navy over the coals and find large numbers of glaring errors and mistakes in the way our officers run the Navy. Especially has this been true of the magazine writers of our own country. Most of these men have been writers and not technical men though, and their descriptions of what they thought the Navy was, seemed ludicrous to the trained mind. A British Marine officer has now entered the lists and in striking manner points out all the defects of the American service, and in the lines between the lines toots blatantly of the superiority of the Royal Navy. The article appears in the July Atlantic, an American and English publication. Speaking of it the Telegraph of, Nashville, Tenn., says:

"A British marine officer finds a lot of fault with the American Navy in the July Atlantic. We should welcome any just, expert criticism from any source, but there is no particular claim to credence in the output of a nameless marine from over the sea. He says that nearly every battleship in our Navy is undermanned by recruits, that nearly every ship is no more than a training ship, that many of the second-class vessels have only skeleton crews aboard, and that to put a new, first-class battleship in commission means stripping at least two second-class ships of all their best men.

"It is not pretended that our whole Navy is to-day on a war basis, but we do not believe any American ship in commission is deplorably undermanned. In time of peace it may be well to use a considerable proportion of our Navy as training ships with small crews, instead of putting them wholly out of commission. We can confidently maintain that the big fleet which went around the world was efficiently manned and there was no serious difficulty or delay in getting full crews.

It is further observed by this critical marine that American man-'o-warsmen to a great ex-



Seawall and Officers Quarters, Navy Yard, Puget Sound

tent come from inland states, and after serving their time of enlistment, go back inland again and seldom, if ever, join for a second term. It is true that our crews are largely recruited from inland states, for a great part of the Union is made up of such states, and it is noted by competent commanders that these landsmen compare very well with the recruits from the seaboard, in the manning of steel battle steamers. It is no longer essential to make up crews of practiced sailor men as it was in the days of our wooden sailing ships. It is absolutely absurd to report that these men rarely if ever re-enlist, and it is certain that all have had a serviceable training and can largely be relied upon in the event of the urgent call of war.

"But the appearance of our crews distresses the British marine. He says: 'I have met with the naval men of nearly every country under the sun, and I must honestly confess that to my mind American man-o'-warsmen—as far as seamanlike appearance goes—can not compare with those of any other nationality; they are what they seem, 'landsmen dressed up in sailors' clothes.'" He might have added that our crews gave a pretty good counterfeit of fighting men in the late war and that acts are really more important than looks for service. So far as we know the looks of our men passed muster, too, in the cruise 'round the world except under the eye of this captious marine.

EXPLOSION KILLS ENSIGN

Dispatches from Naples tell of an explosion of gas in the coal bunkers of the American cruiser North Carolina from which Ensign Hugh K. Aiken died and Corporal Maloney and several others were injured. It is said that Maloney was blinded in both eyes. The injuries of the others are less serious. Ensign Aiken attempted to make an investigation to discover whether gas was generated in the coal hold. Wishing to face the risk alone, he instructed the sailors to keep behind him. He could not detect any odor of gas, and one of the men, who was carrying a lighted candle, came forward. He slipped and his arm dropped, which brought the light into contact with the gas in a low level. Ensign Aiken received the full force of the explosion. He was dragged out by the men, but died several hours later. Later developments indicate that the explosion was of a grave nature and a rigid investigation is being made.

* * * *

ZAFIRO TO BE SOLD

According to a report at the Bremerton Navy Yard, the merchant SS. Zafiro, which was purchased by Admiral Dewey from British owners prior to the battle of Manila Bay in order to get coal to carry him through the engagement, has been sold to junk dealers for $3,000.

The Zafiro was in the line of battle at Manila as a supply ship and was later used as a despatch boat in the Philippines.

WITH THE ASIATIC FLEET

U. S. S. Charleston, May 9th.

At anchor off Yokohama, Japan. Divine services in morning. Usual liberty granted. Many of the crew having picked up a little Jap lingo are practicing the fine art of using chopsticks.

May 10th—French cruiser d'Ebtrecasteaux stood out of harbor at 8:50 a. m. Governor of Kanagawa Ken calls officially receiving a 17-gun salute on his departure. Shifted berth to closer in shore.

May 11th—Party of 80 men visit Tokio under guidance of Rev. Austin of Yokohama. All enjoyed a very interesting trip. The baseball team is at it again.

May 12th—"Rope Yarn Sunday." H. M. S. Astrea arrives and anchors. We find "yen" quite as elusive as "mex" and "pesos" and the daily liberty party has dwindled until it resembles a church party.

May 13th—Mail steamer Asia arrives. Receive U. S. mail. Rainy.

May 14th—More rain. Race boat crew in training. In spite of rain the Yokohama photographers are doing a big business. Jap costumes of all colors and shades are being brought into play by our noble tars.

May 15th—General field day with the customary holystoning, scrubbing and washing of all paint work. British torpedo boats Virago and Otter stand out at 6:30 a. m. H. M. S. Alacrity stands out at 9:45 a. m. Maio steamer Siberia homeward bound follows.

May 23d—Usual Sunday inspection of crew and upper decks by Captain. Liberty aud baseball party goes ashore. Our team defeats Y. C. & A. C. by score of 9-6.

May 24th—S. S. Mongolia stands out. Bumboats doing a "jaw bone" business owing to financial condition of crew.

May 25th—Weather fine. H. M. S. Hart, Whiting and Astrea stand out. Receive monthly money and liberty party is some large.

May 26th—A little rain for a change. Bumboats and curio dealers charge like veterans. Easy money aboard.

May 27th—Cleveland under way at 4:30 p. m. and stands closer in. Empress of Japan sails. Minstrel troupe practicing for show.

May 28th—Jap naval officer visits. Some of the liberty party feel so joyous that they return to ship in $10 shore boats.

May 29th—U. S. S. Rainbow and torpedo flotilla arrive from Manila and anchor inside breakwater. Jap torpedo boats maneuvering in bay in morning. Receive marine guard from Rainbow and send 55 men to the little ships. All hands taking on stores from Cavite.

May 30th—Memorial Day. Services to be held to-morrow. Commissary department lays out feast. False fire alarm. Liberty as usual.

May 31st—Italian cruiser Puglia stands in and anchors at 9:00 a. m. Squadron fires 21 minutes guns at noon in honor of the Nation's dead heroes. Landing party goes ashore for parade and salute at Yokohama cemetery where American dead are buried. Vaudeville show on forecastle at night. Parties from all ships present with some civilians.

June 1st—Usual routine. All hands receiving stores from rainbow.

June 2d—Usual routine. The canary family is steadily increasing.

June 3d—Japanese naval officers call officially. Send 10 men to U. S. S. Naval Hospital, Yokohama. Liberty and baseball parties ashore at 1:00 p. m.

June 4th—Weather warm and the uniform is white.

June 5th—General field day. Six men go to Galveston and we get short timers in return.

June 6th—Still at Yokohama. Dressed ship in Italian colors in honor of Italian Independence Day, and fired a 21-gun salute with Puglia. Transfer nine to Rainbow for Independence and home.

June 7th—Jap cruisers and torpedo boats maneuver in bay. Mail leaves for home.

June 8th—Receive a new much needed outfit of mess gear. Korea stands out in afternoon.

June 9th—Nothing doing. Liberty continues but not with the enthusiasm of a few days ago.

June 10th—General quarters. Mail arrives from Seattle.

June 11th—Boat drill in afternoon. Chief petty officers lined up at pay office for some reason or other. Sight fire in city at 11:10 p.m.

June 12th—General field day. All hands ready to leave. The squadron will leave the first part of the week. Owing to our long stay here some ports will be skipped before we see Woosung, China.

June 13th—Still at Yokohama.

June 14th—Fire quarters and all hands want to sail.

June 15th—Rainbow and torpedo flotilla under way. Charleston and squadron follow. Sailing for Hakodate, Japan. Galveston remains for repairs. Exchange salute of 13 guns with Jap battleship. Speed ten knots.

June 16th—At sea. Weather cooler and the uniform is blue. Pass fishing junks and go through light maneuvering.

June 17th—Foggy. Speed eight knots. Anchor by gun signal at 4:30 p. m.

June 18th—At anchor in straits of Tsugaru. Under way at 4:30 a. m., standing into harbor of Hakodate. Six Jap battleships commanded by two vice admirals in bay. Saluting battery kept busy.

June 19th—Citizens and officials of Hakodate extend welcome to crew. Liberty granted. Colors half-masted with Japs.

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Assertions are being made in the public press that a graft in coal contracts has been discovered in the Navy Yard at Cavite. It is alleged that Emilio Mendoza, a Filipino clerk, and Chua Yaw, a Chinese, have conspired to get the coal contracts for the Asiatic fleet for the Chinamen.

* * * *

"OUR SENTIMENTS"

Swiped with apologies to the Editor of the West Virginia "Ditty Box." Who had the sentiments before that, is hard to conjecture:

A little shellac now and then, is relished by the best of men;
It smoothes the wrinkles out of care and makes an ace high look like two pair.
When everything looks blasted blue, and misery sticks like Spaulding's glue,
A nip that reaches toe and hair, will make you feel like a millionaire.

When it has wandered down our necks, it fits our eyes with magic specks
Which brings the bright side full in view and makes one quarter look like two.
A scrawny woman looks divine, our burial lot becomes a mine.
The trees all walk, the fences run, and funny talk just takes the bun.

Now a drink or two of good shellac and you'll feel fine, that's a fact.
But you must not drink to excess, look out for the cop and the night express.
A little boiled beef now and then, is relished by all Navy men,
But when it comes three times a day, it's three times too much, hooray, hooray.

The rose is red, the sky is blue, one drink of shellac is good for you;
Now some men smoke and some men chew—the rag, but that shouldn't bother you.
Now sometimes you'll feel out of place, with no shellac smeared on your face;
But such things should be left undone, then your head won't feel like the rising sun.

NEW TYPE OF COLLIER

The new fleet collier for which bids are to be opened next month at the Navy Department will be the latest model of that type of auxiliary naval vessel. The naval constructors have been consulting foreign sources of information on the subject, and the collier will represent a new device in design and construction of that sort of ship. The dimensions are: Length, 520 feet; beam, 65 feet; draft, 27 feet 6 inches, and displacement, 19,360 tons. The collier will carry 12,500 tons of coal as well as 1,000 tons of oil. The latter will be used as fuel for the fifteen torpedo boat destroyers which are nearing completion or are under construction. The speed of the collier will be fourteen knots. It is not intended to place any armament on the collier beyond, perhaps, a few rapid firing guns to repel torpedo attack. It has not been decided whether to install a device for coaling at sea on the new collier. The experts differ on this subject, some of them maintaining that under the new conditions of naval engagement it will be necessary.

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The Clarion has moved from Fillmore street, San Francisco, to their new home at 867 and 869 Market street.

The Clarion is the largest ground-floor clothing store west of Chicago and has been well known for years to the service. It has a 41-foot front on Market street and is 237½ feet deep. It covers 10,000 square feet and with fixtures of white cedar presents a very pleasing aspect.

Dressing rooms, ladies' retiring rooms and perfectly natural light are some of the features of the Clarion. The five show windows are unique. They are 38 feet deep and are deserving of the highest praise. They were designed by the firm.

The personnel of the management of the Clarion will also prove a drawing card to the men from the ships. Our Charley is President, with E. Serf, Secretary, and Herman Lederer Vice-President.

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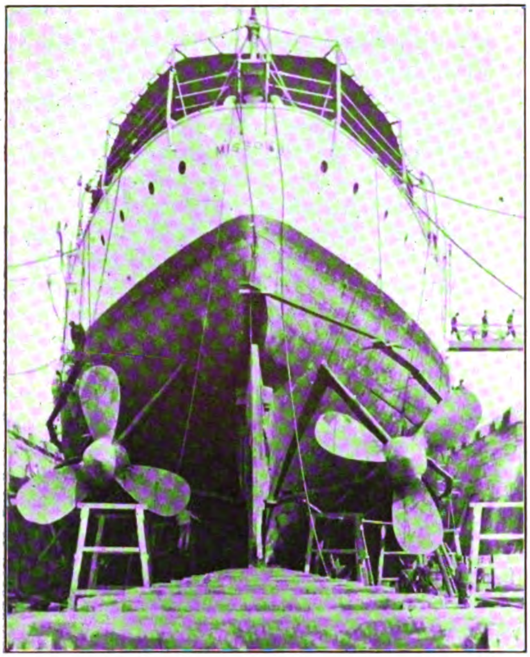
NAVAL MILITIA TAKES CRUISE

The U. S. S. Alert, formerly used as a training ship, sailed from San Francisco July 3d with the officers and men of the California Naval Militia aboard. The vessel was gone fourteen days and visited Santa Cruz, Santa Barbara, San Pedro and San Diego during the cruise. Lieutenant Commander C. C. Fewel, executive officer of the Training Station, Yerba Buena Island, accompanied the militia on the cruise as advisory officer.



U. S. S. Missouri in Dry Dock

ELEVATORS FOR SHIPS

Electric elevators are to be placed on all the larger battleships from the Delaware on, viz., the North Dakota, Utah, Florida, Wyoming and Arkansas. Each ship is to have three elevators, which will be installed in the fire-room ventilator trunks. Each car will be 3 feet 9 inches by 2 feet 10 inches. The car will travel a distance of about twenty-one feet from the lower hanging grating in the fire-room to the gun deck and will be capable of lifting a load of 500 pounds in twelve to fourteen seconds. Each elevator will be operated from the car by means of push buttons. These elevators are to be used for transportation of officers, who would otherwise have much climbing to do on account of the absence of doors in the fire-room bulkheads.

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KILLED BY RIFLE

The accidental discharge of a rifle on board the gunboat Nashville, the training ship of the Illinois naval reserve, caused the death of Paul A. Parlman, gunner's mate. Faulty mechanism is blamed by officers of the ship for the accident. Parlman's home is in Brooklyn, where his mother lives. With six shipmates from the regular service he joined the Nashville at Boston, May 1st, and a few days later he was made gunner's mate.

OUR BILL OF FARE

SUNDAY—
For our Sunday morning breakfast
We get fed on Navy beans,
But when "Scotty" pipes the dinner,
There's a change in grub it seems.

Then our supper time draws near,
Very much against our will,
For "Sis" is sure to feed us
On the dope they call "canned bill."

MONDAY—
And the next day bright and early,
Finds "Paddy" with a crash,
For he's right there with the candy,
When it comes to making hash.

And when "Big Demave" gets busy,
You may all go loop-the-loop,
And can bet Chileano pesos,
That your dinner is bean soup.

Then six o'clock that evening,
To the gun deck go in haste,
And fill your heart with glory,
And your belly full of "paste."

TUESDAY—
Sure! we'll have burgoo for breakfast,
On this early Tuesday morn,
And for dinner we'll have weenies,
That have come around the "Horn."

And we'll all fill up on salmon,
To John Daly's cheerful tune,
And we'll never knock the Navy,
If they do not feed us prunes.

WEDNESDAY—
At six bells "up—all hammocks!"
And we'll have another feed,
Of pork and beans and coffee,
Of which we are in need.

For dinner brings an awful kick
From all hands in the crew,
As no man-jack has got the gut,
To stow his mutton stew.

From dinner time to supper,
Is six long hours to wait,
To find some boiled rice pudding,
And canned bill on your plate.

THURSDAY—
Our Thursday morning breakfast,
Is greeted with a cheer,
For God has changed the menu,
To the stern-sheets of a steer.

We will now have spuds and gravy
With a slice of good roast beef,
This dinner is a hummer,
And our storm-sails, we will reef.

But, gee whiz! what a supper.
It is covered with a scum,
But no "jack-shite" is happy,
Till he wallows in his slum.

Friday—
"It's beans again for breakfast,"
Said "Blacky" with a hint,
And the few small words he added,
Wouldn't look good here in print.

At eight bells—noon—or dinner,
Which ever as you please,
We'll have corned beef and cabbage,
That would make the monkey sneeze.

When Dahme blows his whistle,
We'll all swell up and bust,
And sit up and take notice,
Of our "Sea-pie-with-a-crust."

Saturday—
The week is nearly over,
But we haven't had enough,
So we'll have "meat-balls" for breakfast,
Though it's hard to down the stuff.

And dinner time will find you
Pushing hot soup down your neck,
While "Spigetti's" band of cyclones,
Play rag-time up on deck.

I have spun my yarn, my shipmates,
And my cruise is nearly done,
But we'll all stick by the Navy,
And the man behind the gun.

F. H. Rextrew,
Yeoman, 2d Class, U. S. N.

* * * *

TO ABANDON OLONGAPO

President Taft has practically decided to abandon Olongapo, a site on Subig Bay, about sixty miles from Manila, Philippine Islands, as a naval base, in favor of Manila Bay. This disposal will end a long controversy between Army and Navy experts as to a suitable place to build the great stronghold of the United States in the Philippines. It is stated that the present naval station at Cavite, itself in Manila Bay, will not be the site of the new station.

The General Board of the Navy has long contended that the site on Subig Bay was the ideal spot to fortify, and Rear Admiral Swift, when a member of that board, was detailed to develop a scheme and prepare plans by which Olongapo could be made the American base in Asiatic waters. His plans contemplated an expenditure of $30,000,000. They were approved by Admiral Dewey.

The Army Engineers and Artillerists, however, sought to have Olongapo discarded, insisting that the situation at the base of the high hills was indefensible against sustained siege, and that in following the Navy plan the Government would be building an American Port Arthur. The remoteness of Olongapo from market for material and from sources of labor supply likewise was urged against it; moreover, it was said, it could not be approached by rail and that therefore its supplies would have to depend on a water haul, a source of strategic weakness in time of war. Nevertheless, money was appropriated for the Olongapo Station during the recent administration and some progress was made on the work. It was intended to have there a well-equipped plant for the repair of naval vessels and the floating dry-dock Dewey, sent by the United States Government to the Philippines, was taken to Subig Bay and still is there.

The President has taken advice from Major General Tasker H. Bliss, recently commanding in the Philippines, and from Brigadier General Arthur Murray, Chief of Artillery, who has returned from a tour of inspection of the defenses of the islands. Both agree on the impossibility of adequate defense of Subig Bay. With the defenses of Manila and of the Naval Station united it is expected that it will be possible to secure an adequate appropriation.

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COLLIER RUNS AGROUND

The naval collier Nero ran aground on Brenton's Reef near Narragansett Bay, Rhode Island, early on the morning of July 1st. She was bound from Bradford to the Boston Navy Yard and ran into a fog off the bay. Three tugs went out to aid her and with the assistance of the Brutus and the Castine she was floated at the next high tide. The Nero carries a sailing master and a civilian crew.

* * * *

The discussion of what duty marines shall perform aboard ship has not been fully settled and a recent order of the Atlantic fleet may reopen the argument. This order says guard duty shall be performed by bluejackets and marines on alternate days and that shore patrols and prisoners escorts shall be formed of bluejackets instead of marines as heretofore has been the case.

Part of the 2nd Division after coaling ship, U. S. S. Denver

NOTES FROM THE GALVESTON

U. S. S. GALVESTON, Yokohama, Japan.

EDITOR OUR NAVY:

It has been some time since you have heard from the Galveston but during that time little has happened aboard this craft. We came to this station on the Sheridan in February and were detailed to the Galveston at Cavite. We sailed immediately for Hong Kong and then cruised up the Chinese coast to Shanghai. From that port we crossed the sea to Japan. We lost a propeller and part of our shaft at Kobe and expect to lay in Yokohama for two or three months being repaired. The fleet left a few days ago to continue the cruise. All hands are sorry that we can not see the northern ports with it. Good reading matter is a bit scarce aboard and OUR NAVY would be a welcome visitor. More next time.

ROBERT A. STEWART.

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ORDERS TO TEST POWDER

The Navy Department has issued specific instructions for the examination and test of smokeless powder and the care and handling of ammunition on shipboard. The powder now used in the Navy does not possess unlimited chemical stability, and it is, therefore, subject to deterioration. The length of its life depends largely upon its storage in magazines maintained at a uniform relatively low temperature. At temperatures approaching 100 degrees Fahrenheit the period during which it will retain stability sufficient to warrant its retention in service is relatively short. Although chemical tests do give an indication as to the probable life of powder, no satisfactory method has been devised which will insure correctly foretelling the length of its life. For this reason, the regulations prescribe that there shall be frequent tests of powder on shipboard.

SAN FRANCISCO FESTIVAL

The Portola festival which will be held in San Francisco during October, will have warships from several nations in attendance. The United States will send the St. Louis in addition to the Albany, Buffalo, Yorktown, and torpedo boats mentioned last month. Great Britain will send the Bedford, Algerine and Shearwater. Germany, France, Holland and Mexico have agreed to send one or more vessels if convenient. Japan and other nations will be invited later. Russia definitely refused to send a warship to these waters at that time. Peru and Chile probably will send two of their latest ships to represent South America. All of the ships will be small but the men in charge of the festival hope to make up the size in quantity.

* * * *

The following order has been published by the Commander-in-Chief of the Pacific fleet:

"In submitting quarterly alphabetical lists of crews to the office of the squadron commander the place of last enlistment shall be stated in lieu of 'coast to which entitled to transportation.'

"In addition to designating qualified gunpointers and gun captains in this report, men who are being trained for these positions and who are regularly detailed as such will be shown on the list.

"As soon as it is ascertained that any formerly qualified gunpointer has failed to qualify at record practice or has qualified in a lower class than that in which he formerly qualified, the fact shall be reported to the squadron commander as a 'Report of Change.'"

* * * *

PREPARE FOR PICNIC

Members of Henry W. Lawton Camp Visit Richmond Park

Past Commander Joe Cannon, Commander A. W. McWhinnie and Comrade William Longan of Henry W. Lawton Camp, No. 1, and Past Commander J. F. Hosman, Commander Lowder and Comrades F. Martenman and Kemp of Barrett Camp, No. 29, U. S. W. V., met at East Richmond Park and made arrangements for a joint picnic of the two camps.

After the two committees had looked over the grounds arrangements were made with the proprietors for the two camps to hold a joint picnic on August 15th in honor of the fall of Manila.

Past Commander J. T. Hosman, Barrett Camp No. 29, was made chairman of the joint committee, and Past Commander Joe Cannon of H. W. Lawton Camp, secretary.

KATAHDIN AS TARGET

The ram Katahdin is to serve a valuable purpose as a fixed floating target at Indian Head, Md. The operations there have of late been so extensive that there have not been available targets for all the testing that has been undertaken. The use of the old ram will therefore be a decided aid to the work that is in progress at Indian Head. She will be anchored in the Potomac in line with the Maryland shore, and armor plates will be attached to her sides to receive the test shots that are to be made on her. Her own armor is but six inch and would not long withstand some of the blows that will be laid upon her. Her structure, however, is such as to withstand heavy shocks.

* * * *

CRUISER FOR EUROPE

The renovated cruiser New York, Admiral Sampson's flagship during the Spanish War, sailed from the Charleston Navy Yard for Europe, where she will be the flagship of the American fleet in Mediterranean waters. Captain William Marshall, a former captain of the Charleston Navy Yard, is the senior officer of the Mediterranean fleet and he will make his headquarters on the New York. Commander Spencer S. Wood was in charge of the ship, which has 700 men on board.

The New York returned to the Charleston Navy Yard from New York, where she went to fire the national salute at General Grant's grave on Memorial Day. She returned to receive the finishing touches to the repair work which she has been undergoing for three years at the yard.

* * * *

SOME LITTLE DON'TS

The "Ess Die," a witty publication with the South Dakota as its home, publishes the following don'ts and observations by the editor. They can be appreciated by the whole service:

"Don't ask a fellow to lend you his tooth brush. It gets his goat.

"Don't sit on a ladder. It scars your feelings when another fellow wipes the dirt off his feet on your clean pants.

"Don't wash your whole body in the bowl that the next fellow has to wash his face in. You might catch something from his face.

"Don't cuss the slow man in front of you and who is blocking the way. He doesn't know there is anyone else on the ship but himself.

"A ship's hold is always an underhold.

"The bell-e of the ship does not wear a peach basket hat."

PROHIBITS OVERLOADING.

Some interesting developments have resulted from a recent order of the Secretary of the Navy looking to prevention of overloading ships of war. While the vessels of the Atlantic fleet were at Navy Yards undergoing repairs, he directed that all stores be removed and an inventory taken. This was followed by returning to the ships only those stores carried on the allowance list, the remainder of the stock being stored on shore. In some of the vessels it was found necessary to return only about half the amount of stores taken off, this showing unnecessary accumulations of material. The results in the case of the battleships have been so beneficial that the same practice will be followed in the case of the armored cruisers.

* * * *

OIL BARGES FOR NAVY

The Navy Department has taken up the question of constructing oil barges as a means of delivering liquid fuel to the fifteen oil-burning torpedo boat destroyers which will soon be in commission. It is not intended to have this fuel transported by colliers, as they will be employed to the limits of their capacities in transporting coal for the larger vessels. The oil barges will be equipped with steel tanks and pumps for transferring the oil to the tanks of the destroyers.

The Department has already ascertained to what extent and in what places it will be possible to obtain oil on the Atlantic Coast, but it is realized that in time of war these sources of supply are likely to prove unreliable, and it is also possible that the Government would find itself confronted with increased prices for the material. On the Pacific Coast there would be less difficulty in this particular, since sources of supply have already been arranged for the many merchant steamers on that coast which are now using liquid fuel.

* * * *

LIEUTENANT INJURED

Lieutenant E. Brillhardt, who is attached to the destroyer Preble, met with a serious accident while riding a bicycle. He was going at a good rate of speed when the front wheel of his bicycle struck a rock, and he was thrown heavily to the ground, striking on his head and fracturing his skull. He was taken to the Mare Island Hospital, where he is reported to have a fair chance of recovery.

The U. S. S. Supply will leave for her station at Guam some time early in September. She has been at Bremerton for repairs.

WHAT THE NAVY STANDS FOR

By Alfred E. Bennett

At the farewell banquet given to the Admiral of the visiting Japanese fleet in San Francisco, a prominent divine spoke of the Army and Navy in a way to call a rebuke from Admiral Swineburne, who was present.

The essence of the reverend gentleman's speech was that Military and Naval men stand for war and bloodshed.

This chord is continually harped upon by not only members of the clergy, but anarchists and rabid socialists, who foolishly and vainly blame the Army, Navy and police for all the wrongs, real or imaginary to which the human race is subjected. Their minds do not extend beyond the bounderies of our own country. They would have us melt our battleships into pig iron and trust the rest of the world to follow suit.

They are not impressed with the bitter mistakes of the past. They do not heed the sinister menaces of the present, but would reach their fairyland of peace at a bound.

There is no doubt that if all men could be made to see aright that war would be unnecessary. But nations, as well as men, are slow to change. They have rolled along in the old rut so long that the warrier and his implements of war are still necessary, even more so at the present time than ever before, that is, to insure the peace of the world.

Then why blame the sailor, when the world's greatest statesmen conduct their business in a way which plainly says that the representations of a nation unbacked by force are worthless! As well to hate the salve because of the wound.

The acquisition of territory and wealth by every great nation in the world has been at times outside the pale of just rights. But where right did not suffice, might did. As a result these nations to-day stand a full head and shoulders above those countries who were unable to furnish the strong arm. Many things are necessary that are not right, but this is not the soldier's or sailor's fault. He is the servant of his country. And then if the people of his country will have armies and navies let them not despise the men who man them.

All right thinking persons know that the world will be infinitely better when all cannon rest in the public parks as relics, and all armor is melted into hoes, or some other equally useful thing. They expect that day to come, but do not expect to be caught napping by any of their bold, bad neighbors while waiting for this day of peace.

A young gunner yet in his teens fires four shots from a 12-inch gun at target practice. If he had the money value of those charges of powder and shell he would be able to go to a fine college for four years. The shots are fired and the lad misses his college education, but his skill with his big gun may save a city, and a dozen like him—a nation.

In the smoke of every salvo of what seems useless salutes the pinched, suffering faces of the hungry poor may be seen in a mute and piteous protest. But why make apologies for good sailormen because this thing is true?

It is the fault of the System, ancient, unyielding, inexorable—which has held the world in its toils since the dawn of history. It is the result of the mad worship of gold and power.

These things are not because of soldiers and sailors. They are because of the conditions which require armies and navies.

When the first man went out to take something away from his neighbor and took his servant with a club to do the work. That servant and club was the first army.

When he made the second trip and found his neighbor waiting for him with a servant and club also, the world saw the second army. But can you blame the second man for arming his servant with a club? And do you hold the servant who wielded that club in the defense of his master's house an enemy of mankind?

But the maker of the first army was a crafty man as well as unscrupulous, and finding the coveted goods of his neighbor protected in front by a club and in the rear by a deep lake of water, he constructed a rude raft on which he floated around and took his victim by surprise. This raft was the first navy.

Naturally, the poor fellow who had been robbed found that he must either move to a more peaceable community or build a raft and station a man with a club on it to watch for his enemy on the lake. And, liking the location too well to move, this man gave the world the second navy.

Now this condition of things worked a great hardship upon the wronged man, as he had to support the men who carried the clubs, for being constantly on the lookout for an invader, they could not produce anything. So he tried to make a peaceable arrangement with his troublesome neighbor, and even offered him some goods to agree to lay down his clubs and break his raft up into firewood. The warlike man agreed and accepted the goods, which he promptly used to hire more men with clubs and, returning, he sacked his neighbor's house all over again.

Bluejackets Band, U. S. S. Tennessee

Thus the world and men moved on until clubs became arrows and rafts became boats, and now that we have terrible guns and steel ships, where lies the difference between the old, old motive which gave birth to the first navy, and the policy of some of the great nations to-day?

Differentiate if you can between the first storm of indignation and fear which burst into the second navy and the desire for security for life, liberty and property upon which our present Navy floats.

A navy may be the fruit of the tree of tyranny—a blossom on the vine of might—a light in the forehead of greed. It may be all of these things and still be the preserver of a great nation—the bulwark of a free people, and a sturdy watchdog in whose grounds no oppressor may venture.

Then let us be sorry that we need guns, but glad that we have them. Let us hasten the day when we may convert our warriors into men of peace, but encourage them now in their deadly profession. Let us be considerate of the rights of others, but be ever ready to defend our own with an iron hand.

Let us lean toward universal brotherhood, but at the same time support our Navy and uphold our flag.

And when at last the snowy banner of Peace floats over all the people, let us ask, aye, let us demand that our beautiful starry banner keep it company; that it ripple in the same breeze, and proclaim to the world that it has always stood for the peace of its stars and the unbounded freedom of their stripes of light, which stretch away into unthinkable space.

* * * *

RECRUITING IS GOOD

Recruiting for the Navy is progressing satisfactorily, notwithstanding the great demand which is being made for labor in the agricultural sections. The enlisted strength is within 200 of the full quota. It has not been decided what shall be asked of Congress at the next session in the way of increase in the enlisted force. It was originally intended to request provision for 5,000 additional men, but, in view of the policy of economy and the necessity for keeping down the expense of military-naval maintenance, it is realized that it will be impossible to obtain any such increase from the next Congress. It is hoped by the naval authorities that it will be possible to obtain authority for recruiting 3,000 additional men, but, of course, nothing can be known of this until Congress meets and the attitude of the legislators on the subject is more in evidence than it is now. There is urgent necessity for the increase in the Navy enlisted force, owing to the new ships which are being commissioned.

STATION RECEIVES THANKS

The Inspector of the Light House Station, with headquarters in San Francisco, has sent the following letter to Commandant Eberle thanking the crew for their aid in the light house fire on July 17th:

In a communication from the keeper of the Yerba Buena Light Station, reporting the effects of a fire on the roof of his dwelling on the 17th instant, is the following statement: "The only thing that saved the building was the quick response to the fire call of the Commandant and his able staff of officers and men."

I desire on behalf of the Light House establishment to express my sincere thanks to yourself, officers and men of the training station for your valuable aid on this occasion, and have reported all the facts in the case to the Light House Board in Washington.

Respectfully,
W. G. Miller,
Commander, U. S. N., Inspector.

* * * *

For the great British naval maneuvers off the coast of Scotland 350 ships, all told, have assembled, and for a month will engage in mimic conflict. There will be a grand review in the port of London about July 19, for which the following provisional program is announced: From the Houses of Parliament at Westminster to London Bridge there will be two lines of torpedo boats and submarines; from London Bridge the lines will be continued by destroyers and gunboats, scouts and smaller cruisers as far as Greenwich and Blackwell. In the reaches to Northfleet will lie the heavier cruisers, including those of the Dreadnaught class, the Indomitable, the Inflexible and the Invincible, near Greenhithe. Between Tilbury and Gravesend the line of battleships begins, extending down through the Lower Hope reach, past Thames Haven and Canvey Island, to Southend, where, off the pier, the Dreadnaught battleships will be clustered, and continuing to the anchorage at the Nore. Altogether, near one hundred and fifty vessels, in columns covering between forty and fifty miles of river and water space.

* * * *

RUSSIA BUILDING NAVY

Russia at last has made a start with the nucleus of her future navy.

Two Dreadnaughts, to be named the Sevastopol and Petropavlovsk, were laid down at the Baltic works, and the other two, the Gangoot and the Poltava, at the New Admiralty dock yard on the opposite side of the Neva. Their length will be 590 feet, their width 93½ feet and their draft 27 feet. The horse-power will be 42,000 and they will have a coal capacity of 3,000 tons.

They will have modified Yarrow tubular boilers, Parsons turbines and four screws. The Baltic works will supply the machinery for two of the vessels and the adjoining Franco-Russian works that of the other two.

The ships will carry twelve 12-inch and sixteen 4.7 guns. The turrets will be placed four amidships, one in the bow and one in the stern. The ships will have four submerged torpedo tubes. The deck side armor will be supplied by the Government works and the hulls will be made partly of soft Siemens-Martin steel and partly of specially hardened steel.

In general design the ships follow the Brazilian Minas Geraes type. Their construction has long been delayed owing to the necessity for reorganizing the Admiralty, and while this was being done the Duma twice refused the requisite credits.

* * * *

The submarines Pike and Grampus, with the tub Fortune as tender, have gone from Mare Island to Sausalito, where the little craft will go through a series of evolutions. The plan is to keep the submarines at work several weeks until the men in charge are thoroughly familiar with the channels and action of the tides near the Heads and particularly near the Sausalito shore. It is probable that Sausalito will be the base for submarines and torpedo boats in time of war.

* * * *

As a result of the sinking of the Russian submarine Kambala by the battleship Rostislav in maneuvers early in June, twenty officers and men have lost their lives. Desperate attempts were made, after the sinking, to raise the submarine, but two divers died on account of the immense pressure, while others who tried repeatedly and heroically to pass chains around the wreck finally came to the surface utterly exhausted, having accomplished nothing. The Kambala went down in 150 feet of water. The disaster occurred five miles from Sebastopol. Four men were saved, including the Commander, Lieutenant Aquilonoff, who was giving orders through the speaking tube to the helmsman just before the collision. These orders, he says, were misinterpreted, the helm being put to port instead of starboard.

* * * *

Examinations for boatswain, gunner and machinist in the Navy will be held October 15, 1909, when boards will meet at the various Navy Yards for the purpose of examining candidates.

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED JULY 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At
*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; San Francisco.
*Adder, submarine; Norfolk.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Zamboango.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Hampton Roads.
*Biddle, torpedo boat, 175 tons; Boston.
*Birmingham, scout cruiser, 3,750 tons; Boston.
**Buffalo, auxiliary, 6,000 tons; Cavite.
*Blakeley, torpedo boat, 175 tons; Boston.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
**Colorado, armored cruiser, 13,680 tons; Bremerton.
**California, armored cruiser, 13,680 tons; San Francisco.
*Connecticut, battleship, 16,000 tons; Provincetown.
**Charleston, cruiser, 1st class, 9,700 tons; Woosung.
**Chicago, cruiser, 2d class, 4,500 tons; Gardiners Bay.
**Cleveland, cruiser, 3d class, 3,200 tons; Woosung.
**Chattanooga, cruiser, 3d class, 3,200 tons; Woosung.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
**Concord, gunboat, 1,710 tons; Guam.
*Culgoa, supply ship, 5,725 tons; Navy Yard, N. Y.
*Constellation, sailing ship; Newport.
*Cumberland, sailing ship; Navy Yard, N. Y.
*Cuttlefish, submarine; Provincetown.
*Chester, scout cruiser; 3,750 tons; Navy Yard, N. Y.
**Callao, gunboat, 243 tons; Shanghai.
*Castine, gunboat, 1,117 tons; Provincetown.
**Cheyenne, monitor, 3,225 tons; Mare Island.
*Cushing, torpedo boat, 105 tons; Charleston.
*Celtic, supply ship; Provincetown.
**Davis, torpedo boat, 154 tons; Sausalito.
**Denver, cruiser, 3d class, 3,200 tons; Woosung.
*Des Moines, cruiser, 3d class, 3,200 tons; Boston.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
*Dubuque, gunboat, 1,085 tons; Cuba.
*Dolphin, gunboat, 1,486 tons; Newport.
*Dupont, torpedo boat, 165 tons; Boston.
*Dixie, transport; Philadelphia.
*Ericsson, torpedo boat, 120 tons; Charleston.
**El Cano, gunboat, 620 tons; Cavite.
*Eagle, converted yacht; Annapolis.
**Farragut, torpedo boat, 279 tons; Sausalito.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
*Georgia, battleship, 14,949 tons; Provincetown.
**Galveston, cruiser, 3d class, 3,200 tons; Yokohama.
**Goldsborough, torpedo boat, 255 tons; Sausalito.
*Gwin, torpedo boat, 46 tons; Newport.
**Grampus, submarine; Mare Island.
*Glacier, supply ship, 7,000 tons; Mare Island.
*Gloucester, yacht; Boston.
**Hopkins, torpedo boat destroyer, 408 tons; San Diego.
**Hull, torpedo boat destroyer, 408 tons; Mare Island.
*Holland, submarine; Norfolk.
*Hannibal, collier; Provincetown.
*Hist, converted yacht; Portsmouth, N. H.
*Hancock, receiving ship; New York.
*Huntress, converted yacht; Pensacola.
**Helena, gunboat, 1,392 tons; Hongkong.
*Hartford, wooden cruiser, 2,790 tons; Gardiners Bay.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Idaho, battleship, 13,000 tons; Philadelphia.
*Illinois, battleship, 11,552 tons; Boston.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco, Cal.
Independence, receiving ship; Mare Island, Cal.
*Kansas, battleship, 16,000 tons; Provincetown.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Louisiana, battleship, 16,000 tons; Provincetown.
**Lawrence, torpedo boat destroyer, 400 tons; Newport News.
Lancaster, receiving ship; Navy Yard, League Island.
*Maine, battleship, 12,500 tons; Provincetown.
*Missouri, battleship, 12,500 tons; Boston.
*Minnesota, battleship, 16,000 tons; Provincetown.
**Maryland, armored cruiser, 13,680 tons; San Francisco.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
*Macdonough, torpedo boat destroyer, 400 tons; Bangor.
**Monadnock, monitor, 3,990 tons; Subig Bay.
**Monterey, monitor, 4,084 tons; Cavite.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
*Moccasin, submarine; Norfolk.
**Manila, gunboat, 1,750 tons; Mare Island.
*Montgomery, cruiser, 3d class, 2,072 tons; Provincetown.
*Mayflower, converted yacht; Habana.
*Marietta, gunboat, 990 tons; Port Limon.
**Mohican, wooden cruiser; Subig Bay.
*Mississippi, battleship, 13,000 tons; Provincetown.
*Morris, torpedo boat, 105 tons; Sag Harbor.
*Manly, torpedo boat, 30 tons; Navy Yard, New York.
*Montana, armored cruiser, 14,500 tons; Gibraltar.
**Mindoro, gunboat, 170 tons; Jolo.
*New Jersey, battleship, 14,948 tons; Provincetown.
Nipsic, prison ship; Navy Yard, Puget Sound.
*Nebraska, battleship, 14,949 tons; Provincetown.
*New Hampshire, battleship, 16,000 tons; Provincetown.
*Newark, sailing ship; Guantanamo.
*North Carolina, armored cruiser, 14,500 tons; Gibraltar.
*New York, cruiser, 8,150 tons; Gibraltar.
*Ozark, monitor, 3,225 tons; Annapolis.
*Ohio, battleship, 12,500 tons; Provincetown.
*Olympia, cruiser, 2d class, 7,865 tons; Gardiners Bay.
*Octopus, submarine; Provincetown.
**Pennsylvania, armored cruiser, 13,680 tons; Bremerton.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
*Porter, torpedo boat, 165 tons; Boston.
**Pike, submarine; Mare Island.
*Plunger, submarine; Newport.
*Porpoise, submarine; Cavite.
*Paducah, gunboat, 1,085 tons; Puerto Cortez.
**Pampanga, gunboat, 243 tons; Cavite.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Prairie, auxiliary, 6,620 tons; Provincetown.
*Panther, auxiliary, 3,380 tons; Provincetown.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Mare Island.
*Paul Jones, torpedo boat destroyer, 482 tons; Seattle.
*Rhode Island, battleship, 14,498 tons; Provincetown.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rainbow, auxiliary, 4,360 tons; Woosung.
Richmond, receiving ship; Norfolk.
*Relief, hospital ship, 3,300 tons; Olongapo.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Samar, gunboat, 243 tons; Canton.
**South Dakota, armored cruiser, 13,680 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; Boston.
**St. Louis, cruiser, 1st class, 9,700 tons; Honolulu.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
*Sylph, converted yacht, 152 tons; Beverly, Mass.
*Shubrick, torpedo boat, 200 tons; Bangor.
*Somers, torpedo boat, 150 tons; Norfolk.
*Stringham, torpedo boat, 340 tons; Charleston.
*Shark, submarine; Cavite.
**Supply, supply ship, 4,460 tons; Bremerton.
*Scorpion, converted yacht; Constantinople.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Stockton, torpedo boat, 200 tons; Boston.
**Tennessee, armored cruiser, 14,500 tons; Bremerton.
*Tacoma, cruiser, 3d class, 3,200 tons; Bluefield.
**Truxton, torpedo boat destroyer, 433 tons; Seattle.
*Thornton, torpedo boat, 200 tons; Boston.
*Tonopah, monitor, 3,225 tons; Gardiners Bay.

*Tingley, torpedo boat, 165 tons; Bangor.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Provincetown.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Vermont, battleship, 16,000 tons; Provincetown.
**Villalobos, gunboat, 370 tons; Ichang.
**Virginia, battleship, 14,948 tons; Provincetown.
*Viper, submarine; Provincetown.
*Vixen, yacht, 806 tons; Camden, N. J.
**Vicksburg, gunboat, 1,014 tons; Acapulco.
**Washington, armored cruiser, 14,500 tons; Bremerton.
**West Virginia, armored cruiser, 13,680 tons; Mare Island.
*Winslow, torpedo boat, 142 tons; Bradford, R. I.
**Whipple, torpedo boat destroyer, 433 tons; Seattle.
*Worden, torpedo boat destroyer, 433 tons; Boston.
*Wilkes, torpedo boat, 165 tons; Boston.
**Wilmington, gunboat, 1,392 tons; Yangtze River Ports.
*Wisconsin, battleship, 11,552 tons; Provincetown.
Wolverine, gunboat, 695 tons; Muskegon, Mich.
*Wasp, converted yacht; New York.
Wabash, receiving ship; Boston.
**Yorktown, gunboat, 1,710 tons; Port Angeles, Wash.
*Yankton, converted yacht; Boston.
Yankee, auxiliary, 6,225 tons; Newport.

IMPORTANT

Every commissary steward must appreciate the importance of having the ship's bread properly made. Poor bread is no incentive to the maintenance of good health and efficiency.

Good bread is—

To make good bread good yeast is necessary. No other yeast is as good as compressed yeast. We make good compressed yeast and put it up in hermetically sealed boxes of five pounds each for the U. S. Navy. In this shape compressed yeast may be placed in your cold storage and used as needed for many months.

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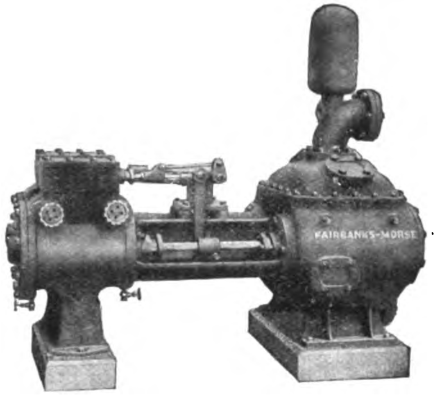

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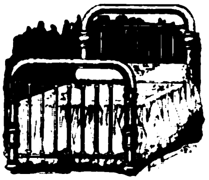

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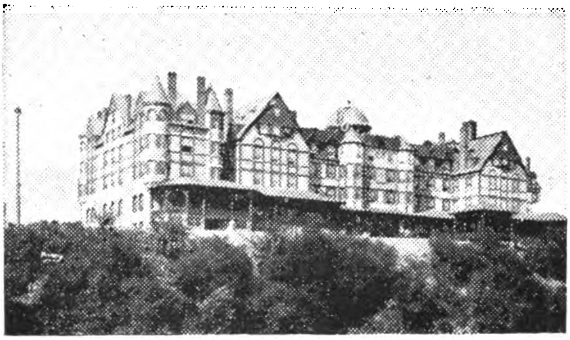

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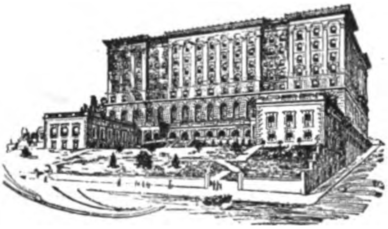

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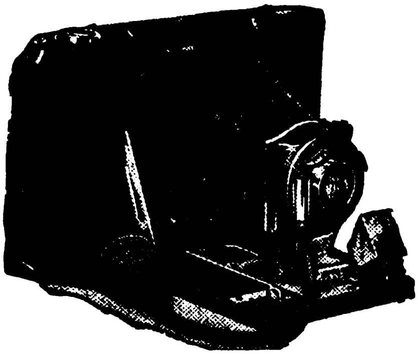

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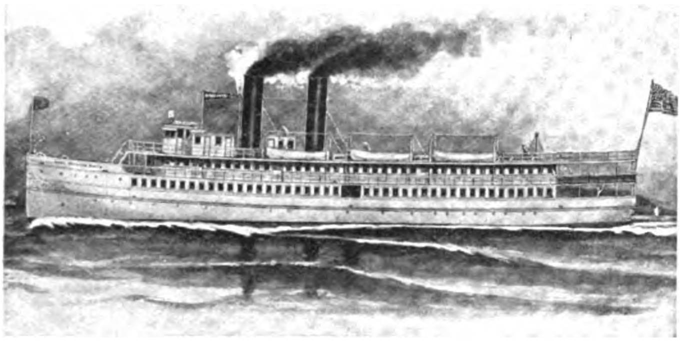

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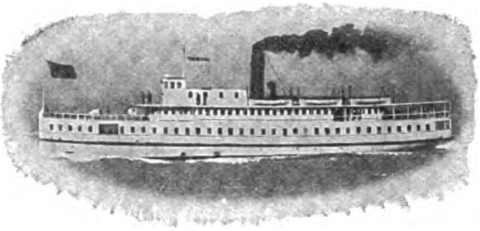

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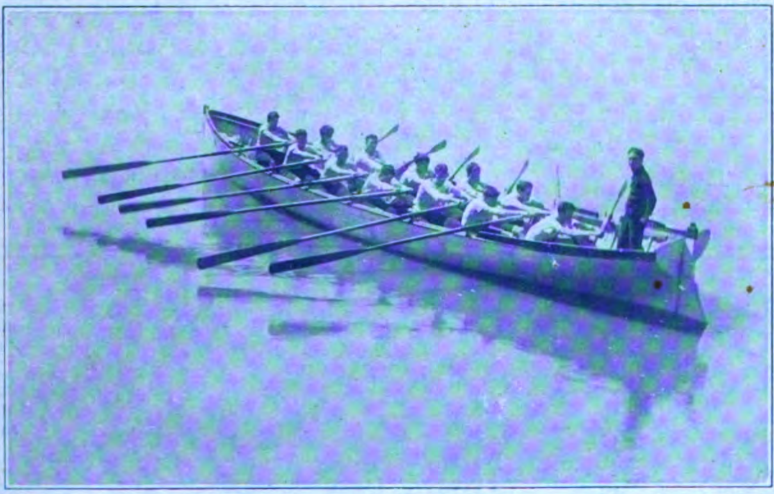

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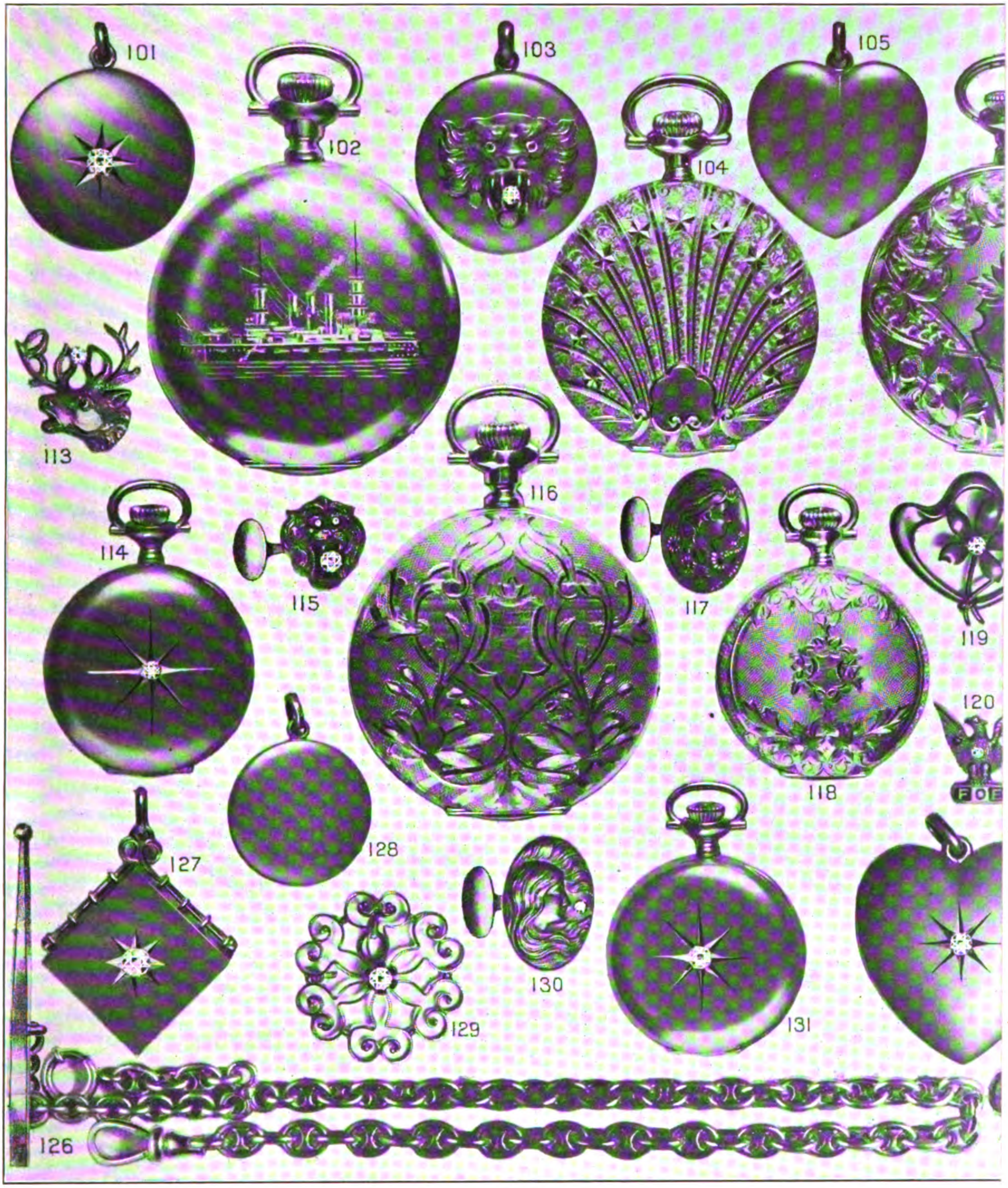

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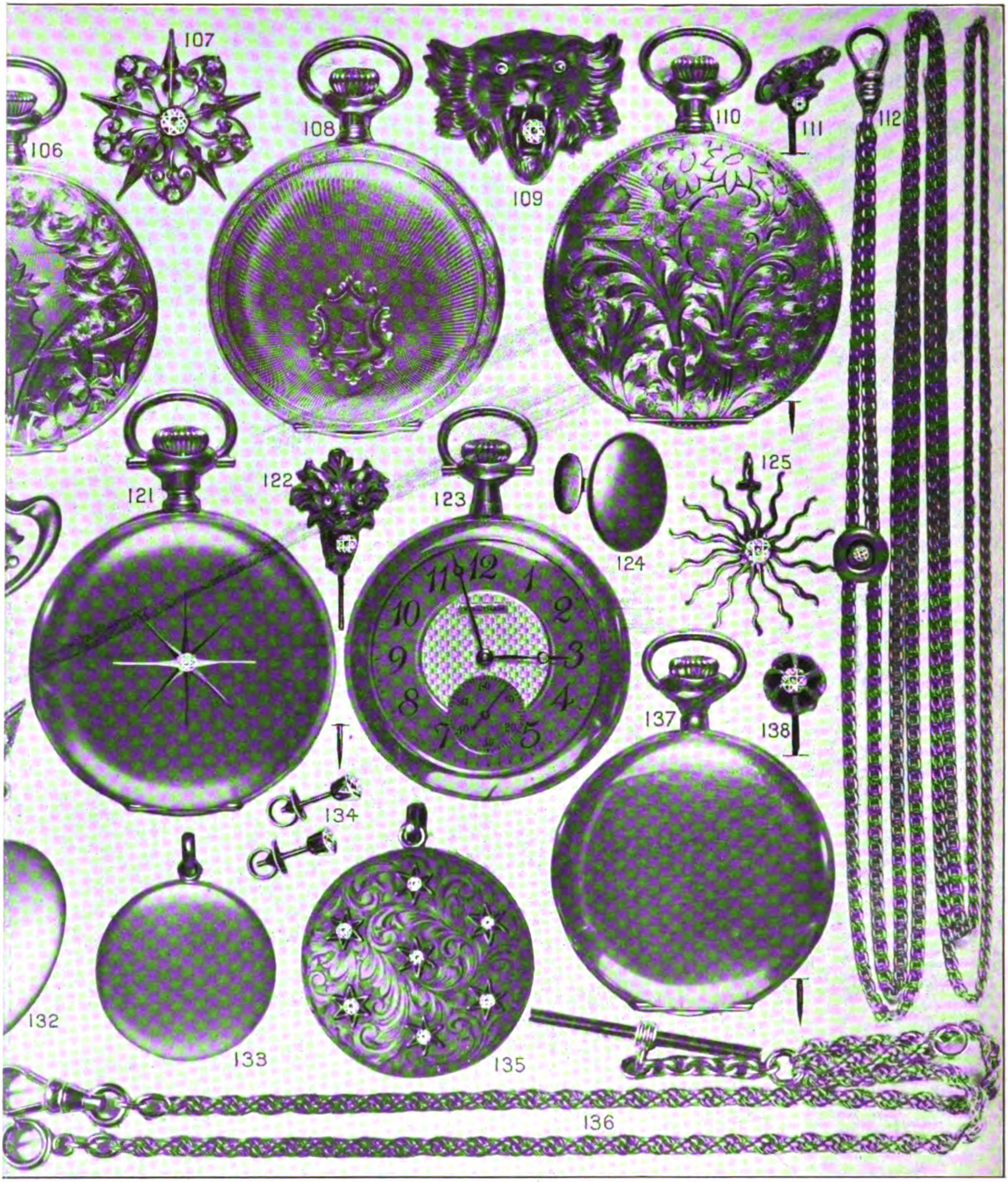

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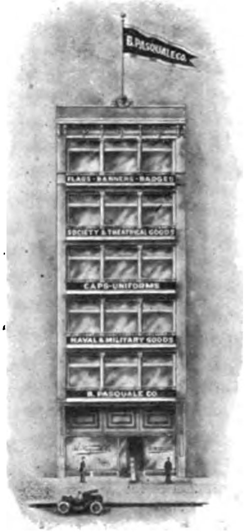

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June 16th, 1908

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VISITING DAYS

Wednesday—Between 11:40 a. m. and 4:40 p. m.
Saturday—Between 9:30 a. m. and 4:40 p. m.
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Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION
(for San Francisco)
Week Days.

5:45 A. M. Tug Vigilant
7:45 A. M. Steam Launch
8:45 A. M. Tug Vigilant
11:20 A. M. Launch Castro
‡1:00 P. M. do
2:00 P. M. Tug Vigilant
*3:00 P. M. do
4:40 P. M. do
5:30 P. M. Launch Castro
7:30 P. M. do
‡11:30 P. M. do

LEAVES STATION
Sundays.

7:30 A. M. Tug Vigilant
10:15 A. M. do
11:20 A. M. do
12:30 P. M. do
3:30 P. M. Steam Launch
5:30 P. M. Launch Castro
7:30 P. M. do
11:30 P. M. Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M. Tug Vigilant
8:15 A. M. Steam Launch
9:30 A. M. Tug Vigilant
11:40 A. M. Launch Castro
‡1:30 P. M. do
*2:30 P. M. Tug Vigilant
**3:00 P. M. do
*3:30 P. M. do
5:00 P. M. do
6:00 P. M. Launch Castro
8:00 P. M. do
‡12:00 Mid. do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M. Tug Vigilant
10:45 A. M. do
11:40 A. M. do
1:00 P. M. do
4:00 P. M. Steam Launch
6:00 P. M. Launch Castro
8:00 P. M. do
12:00 Mid. Tug Vigilant

FOR OAKLAND MOLE
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FOR FRANKLIN ST., OAKLAND
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(for Station)
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E. W. EBERLE,
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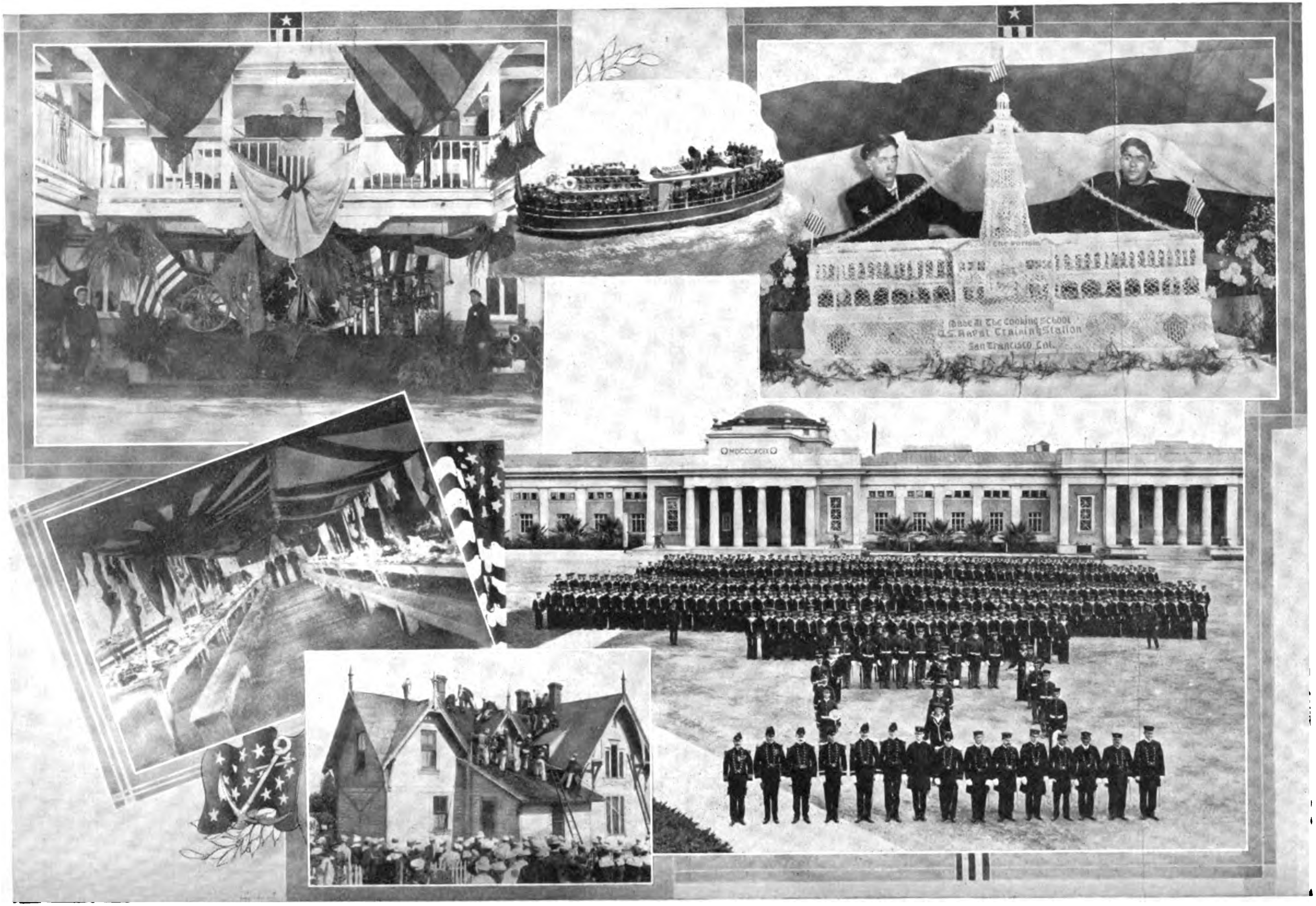
Commandant.

‡ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
** Trips marked thus not made on Wednesdays.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Decorations for Annual Ball
Where Supper Was Served
Apprentices Extinguishing Fire at the Lighthouse
Launch Castro
Sunday Inspection
Cake Made by Cooking School for Ball

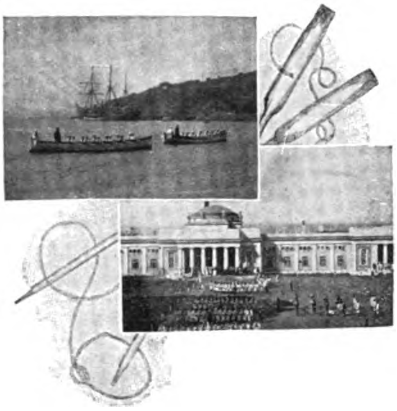
Pitkin photos

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III SEPTEMBER, 1909 No. 5.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.



PUBLISHED AND EDITED
BY
ENLISTED MEN
U. S. NAVY
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BLUEJACKETS ARE SAVERS

That a large per centage of the bluejackets in the United States Navy are more careful with their money and actually save more from their salaries than their equals in civil life is something that most people outside the service and many inside the service do not know. It is, however, a fact. The Navy pay offices are handling large sums of money annually for the enlisted men and twelve clerks in the Bureau of Supplies and Accounts do nothing but take care of the allotments.

Past Assistant Paymaster Jere Maupin, who has charge of allotments at the New York Navy Pay Office has written for the press a careful account of what bluejackets save and how they save it. OUR NAVY reprints it for the benefit of all its readers, both civilian and naval.

"For two reasons the public is apt to believe that sailors are a thriftless class. First, tradition is against sailors; and, second, when before the public, they are usually seeking amusement.

"That thrift is characteristic of a large percentage of the enlisted men of the Navy is well known to those who are in a position to judge. Investigation has shown that as a class they compare favorably in this respect with men outside the service. The Government has made special provisions to encourage men in the Navy to save. While the public is aware that many large corporations have provided means to so aid their employees, few people know of the steps taken by Uncle Sam in the same direction.

"It has been ascertained that from ten to twenty per cent of the employees of various corporations take advantage of savings systems established for their use. Twenty-seven per cent of the enlisted men in the Navy save part of their earnings. This high average is due to the allotment system which the Navy Department has maintained since the early days of the Navy and the more recently established deposit account kept by pay officers of ships.

"Through the medium of allotment divisions in the Navy Pay Office at New York, Boston, Philadelphia, Baltimore, Washington, Norfolk and San Francisco, enlisted men are depositing money in the best savings institutions in the country. A certain geographical division of the United States and territories is assigned to each of these offices, and the pay officers of ships are instructed to make allotments payable accordingly.

"As the system was established for those who could not readily communicate with their families and savings institutions, only men serving afloat are permitted to leave allotments. For this reason but thirty-five thousand of the men in the Navy have the privilege. The average pay of an enlisted man is about thirty dollars a month. Accordingly the men afloat are receiving more than twelve million dollars annually.

"The Navy Department presumes that the ten thousand serving ashore can provide for themselves. However, they are allowed to purchase Navy drafts and may make use of the deposit account mentioned later.

"There are fourteen thousand men who leave allotments. The average amount allotted each month is twenty dollars. Consequently $3,500,000, in round numbers, is being allotted every year. Seven thousand seven hundred men are saving and six thousand three hundred are helping to support their families. Almost $2,000,000 is assigned for the former and $1,500,000 for the latter purpose. In short, two out of every five men allot two-thirds of their wages. One in every five saves in this way, or, to be exact, twenty-two per cent.

"At least once a month word is passed aboard ships that the men may name allottees to whom they wish to assign a portion of their wages. The necessary data is then forwarded to the proper pay office, where it is entered upon specially devised cards, and payments to the allottees are made from them promptly by check on assistant treasurers of the United States at the end of each month. If sailors were compelled to send money orders, weeks would frequently elapse before their receipt. Information regarding the status of their allotments is furnished the allottees when necessary.

"Allotment divisions of the Navy pay offices are supplied with the most modern mechanical devices to facilitate the work. No receipts for payments are required. Paid checks are used as vouchers. This materially reduces the work of accounting.

"The Navy Department has assigned twelve clerks to allotment work. At New York a pay officer gives his whole time to the supervision of the work, while at the other pay offices the purchasing pay officers have charge of allotments in addition to their other duties.

"About five per cent of the men have deposits aboard ship with their pay officers. Four per cent interest is gratuitously paid by the government on these accounts to further encourage saving.

"There is no means of ascertaining how much the men save in other ways, but it is reasonable to suppose that this amount is relatively as large as that thus accumulated by employees of corporations throughout the country. As an example, and there are many similar instances, while serving as pay officer of a ship, the writer exchanged Navy checks for twelve hundred dollars in cash with a man who had been honorably discharged after a four-year enlistment. Most of their amount he had saved in a private way. His intention was to invest it in lands in the West.

"Life aboard ship is rather secluded, and if sailors sometimes set a lively pace when on leave, they are ashore so seldom that any comparison of their acts of omission or commission with those of the ordinary citizen would be unfair to sailors.

"When ashore their time is limited. Consequently they spend more money in less time than ordinary citizens would for the same purposes; but that sailors are spendthrifts or "easy marks" does not follow.

"The public has its places of amusement always at hand. If sailors sometimes overstep the mark while seeking recreation, it is not from a desire to throw away money, but because of their lack of opportunity for diversion, and the great freedom they feel away from discipline and routine life. As they have certain punishment to face for every excess, and are rarely ashore, it is reasonable to suppose that the money they waste is relatively less than that squandered by workmen in the same station of life, because the latter are not under similar restraint.

"The high standard of enlistment required by the department to-day, because of the skill necessary to man a modern warship, has brought into the Navy a class of men who appreciate the means at their disposal for saving. The old impression must yield to the foregoing evidence of thrift."

* * * *

UNITED STATES NAVY SECOND

The United States Navy has reached the stage at which it can lay claim to being second only to one and that the Navy of Great Britain. The ships of the American Navy have a total tonnage of 685,000 while ships aggregating a tonnage of 135,000 are under construction, making in all 820,000 tons. France shows a total of 629,000 tons with 172,000 building, making in all 801,000. Germany has a tonnage of 524,000 with 169,000 tons building. The tonnage of the Japanese Navy of which so much is heard is not much more than half that of the American Navy. Russia stands sixth in the rank of great naval powers, her tonnage being only 320,000, Italy and Austria coming next in order with 284,000 and 148,000 tons respectively.

The following list shows that the American Navy is proportionately strong in battleships and weak in torpedo boats and submarines in which France is the leader:

Battleships—Great Britain, 58; United States, 31; France, 24; Germany, 28; Japan, 13.

Coast defence vessels—England, none; United States, 11; France, 11; Germany, 8; Japan, 3.

Armored cruisers—England, 38; United States, 12; France, 23; Germany, 10; Japan, 13.

Cruisers—Great Britain, 88; United States, 39; France, 26; Germany, 43; Japan, 20.

Torpedo boat destroyers—Great Britain, 167; United States, 31; France, 72; Germany, 85; Japan, 57.

Torpedo boats—Great Britain, 71; United States, 32; France, 266; Germany, 42; Japan, 63.

Submarines—Great Britain, 60; United States, 19; France, 94; Germany, 6; Japan, 10.

Last year Great Britain spent upon her Navy only $27,000,000 more than the naval expenditure of the United States. The estimated expense for the present year being: England, $171,000,000; United States, $121,000,000. It must be remembered, however, that the purchasing power of a dollar in England is about twice as great as in this country.

Germany will spend $100,000,000 on her fleet this year, France, $66,000,000 and Japan, $36,000,000.

* * * *

WITH THE FLEETS

The first squadron of the Pacific fleet will sail from San Francisco September 5th for a five months' cruise in Asiatic waters. From San Francisco the squadron will proceed to Honolulu, arriving there September 11th and remaining until October 5th. The next stop will be at Nares harbor, Admiralty Islands, where they will arrive October 18th. The ships will arrive in Manila November 1st and remain until December 1st when the ships will visit Hong Kong, Woosung, Kobe and Yokohama in pairs assembling off the latter port on January 19th for the return voyage. They are due back in San Francisco February 15, 1910.

From San Francisco to Honolulu the fleet will steam at the rate of 18 knots an hour. Careful records will be taken of the steaming efficiency of each ship and the results will be used in determining the new steaming trophies. Battle practice will be held off Manila while the ships are at that port.

The West Virginia, California, Maryland and South Dakota were docked at Hunter's Point dry dock, San Francisco, while the Tennessee, Colorado, Pennsylvania and Washington were repaired at the Bremerton yard. Owing to the necessity of having the vessels ready for sea in time to visit the Fair at Seattle before the cruise it was impossible to install the new fire control masts. These will be placed on the ships when they return from the Orient.

Asiatic Squadron, Pacific Fleet

From Woosung, the Charleston, accompanied by the cruisers of the Asiatic squadron, with the exception of the Galveston, which is laid up at Yokohama for repairs, sailed for Manila and Cavite. The ships will prepare for fall target practice and under command of Rear Admiral Giles B. Harber will welcome the first squadron to Asiatic waters at Manila in November.

The torpedo boats of the Asiatic station have been cruising on the Chinese coast but will return to Cavite for the winter months. It is not expected that a southern cruise will be taken by either the cruisers or the torpedo boats this year.

Atlantic Fleet

After the battle maneuvers off Provincetown, Mass., the battleships and torpedo boats of the Atlantic fleet steamed for Norfolk where stores were taken aboard preparatory for battle and target practice on the southern drill grounds. The maneuvers at this place have started and will be the most extensive of any for several years. Warnings have been issued to all masters of merchant ships to stay well out of the zone of the warships' action during the firing of the large guns.

The armored cruisers South Carolina and Montana with the New York and the three scout cruisers will act with the sixteen battleships of the fleet. The torpedo boats will repair to their home yard at Charleston, S. C., before their annual maneuvers.

Midshipmen Practice Squadron

After cruising along the New England coast and taking a small part in the fleet maneuvers of the Atlantic fleet, the Midshipmen Practice Squadron has returned to Annapolis and the vessels placed in ordinary. The ships making the cruise were the Hartford, flagship; Ozark, Chicago and Olympia.

KATAHDIN AS A TARGET

Whether the high-power guns of the American Navy will penetrate and destroy an armored ship at the actual battle range of 10,000 yards, or six miles, is soon to be determined. This most important question has never been decided, either in the Spanish war or in any of the target practices.

All the data so far gathered by the naval experts on the point are purely theoretical, though the question is vital, affecting not only the whole theory on which the guns on the battleships and in the coast defense forts have been constructed, but also the entire and elaborate system of target practice.

The question at issue is, will projectiles from the big guns hit a ship's armor head on and penetrate it, or hit it sidewise and glance? If they hit head on it the six-mile range they will go through the armor and explode in the ship. On the other hand, if they hit at a sharp angle, they will cause no more injury than a stiff shock and an indentation of the armor.

The old ram Katahdin is being towed to the Naval Proving Grounds in the Potomac River, below Washington, where she will be used as a target in determining the mooted point. She will be filled with cork and a twelve-inch plate will be fitted to her side. Then the big guns will bang away at her. An appropriation of $100,000 will be made for the purpose. The Government will carry on the experiments with the greatest secrecy in the presence of none but a few naval officers. No outsiders will be present, nor will any information be given out.

* * * *

BLUEJACKETS BARRED FROM BALL

The mayor of Seattle has investigated complaints against a dancing academy in Seattle which refused admission to bluejackets to public dances. The mayor has written a letter to Commander H. A. Field, U. S. Navy, commanding the U. S. S. Yorktown, in which he expresses regret at the occurrence. It seems that the mayor is doubtful as to whether he is authorized by law to prevent such occurrences other than by making public notice of such discourtesy and urging citizens to show a proper spirit of welcome to all visiting sailors and soldiers, in the service of the government, so long as they conduct themselves properly. The mayor in his letter to Commander Field says:

"I assure you that I greatly regret that such an occurrence as this should take place in our city, but I am somewhat at a loss to know just how I might be able to remedy such action in an official way. I shall certainly take great interest in looking into this matter, and if there is any way open to me whereby I can prevent such treatment to our enlisted men, I shall be glad to do so. I am quite satisfied that the public opinion of our city would not endure such discrimination against our soldiers, but here and there instances such as the one you mention may occur. In May, 1908, when the Atlantic Fleet was visiting here, and there were 15,000 enlisted men on shore leave there was not a single case of discrimination against uniformed men reported."

* * * *

NEW ASIATIC FLEET

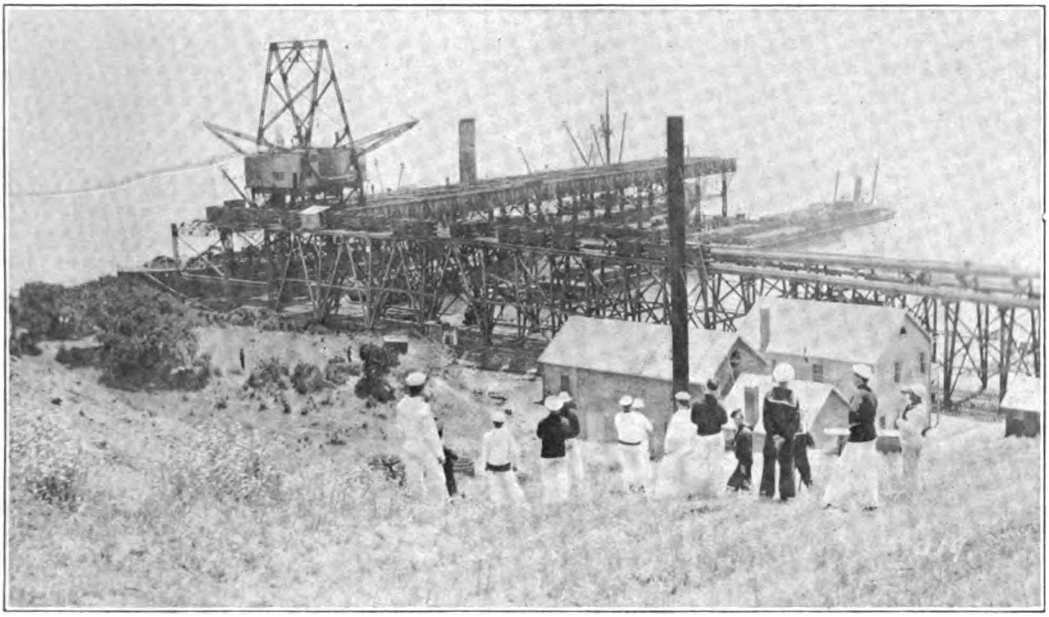
A general shaking up in the composition of the third squadron of the Pacific Fleet is contemplated by the Navy Department and probably will be put in execution this Fall. The proposed change means the sending home of four of the smaller cruisers now in Asiatic waters and the placing in commission of four others to take their places.

The Chattanooga, Cleveland, Galveston and Denver are the ones slated to come home. The Denver will come first, probably in October, the Cleveland will follow in two or three months and then the Chattanooga and Galveston will arrive. The Department will ask Congress to make special appropriation to bring these ships up-to-date. At present $20,000 is available for their repairs. An amount double this will be asked.

To take the place of the four cruisers the Department may send the New Orleans and Raleigh now out of commission at Mare Island and the Des Moines and Tacoma both on the Atlantic side. The New Orleans and Raleigh have both been overhauled recently and they practically only need their stores to be able to put to sea. The Albany is also spoken of as a probable member of the Asiatic Fleet, while it would surprise no one to see the St. Louis and Milwaukee ordered to the third squadron and see the second squadron stricken out.

* * * *

Navy wireless stations along the Western coast of the United States and Alaska will be improved. Master Electrician Hanscom of the local yard has received orders to take wireless experts and depart for an inspection of the Alaskan stations. The Sitka station is to be made one of the strongest on the West coast and will be used considerable in relay work from the North. Mr. Hanscom and his party will leave about August 30th.



Naval Coaling Station, California City **Pitkin photo**

NEW COALING FACILITIES

The Navy Department decided to expend $200,000 in improvements at California City Point, so as to accommodate the largest ships in the Navy. This means probably that the proposed increase of the fighting force on the Pacific Coast shall be by means of battleships and not cruisers.

There are now on the Coast eight powerful armored cruisers. These were sent there in order to carry out the policy of President Roosevelt to maintain on the Pacific Coast a fleet equal to that of Japan.

The General Navy Board is opposed to the sending of armored cruisers to the Pacific Coast because, even if there were thirteen or fourteen of such fighting machines on that Coast, they would equal Japan's force only numerically.

President Roosevelt announced the new policy shortly before he left office. He stated, however, at the time that that policy could not be carried out until coal in abundance could be had at the proper places and in the quickest time on the Pacific Coast. It was for this reason that he abandoned the intention of sending a number of the battleships back again around the Horn after the completion of their world cruise.

The improvements at California City Point will consist of new wharves and a dock, cranes, etc., for the full equipment of a first-class coaling station. There will be plenty of room for a dock three hundred feet long.

* * * *

NEW AMMUNITION HOIST

The naval board of inspection and survey has under consideration the new type of closed-in ammunition hoists which have been installed in the battleships of the Atlantic fleet for furnishing ammunition to the turrets.

It is claimed by some officers that danger to vessels has been materially increased by the installation of this type of hoists, as, should an explosion occur, the damage would be much greater than with open hoists. Under the new system the turrets are closed in, with a view to prevent communication of sparks or fire from the turrets to the handling rooms and magazines below. Important recommendations in the matter are destined to come from the inspection board as a result of its investigations.

* * * *

STANDARD TYPE OF HOSPITAL

The Navy Department is evolving a standard type of Naval Hospital, which shall include an administration building, two two-story wards, and an operating room, all connected by corridors. Establishments of this type will be erected on the Naval reservations at Newport, R. I.; Chelsea, Mass., and Portsmouth, N. H. The cost will be about $600,000.

PLAN AN AERIAL NAVY

Tentative plans are being considered by the Navy Department for the purchase of two flying machines to form the nucleus of an Aerial Navy. The specifications call for a machine capable of flying four hours at 40 miles an hour and carrying two persons.

While these specifications, as compared with performances of aeroplanes in this country and abroad, seem difficult, the experts of the department feel that they will have responses to the advertisement for bids. Some of the officials of the Navy Department talked the matter over with the Wrights when they were at Fort Myer and they expressed confidence that they could meet the conditions.

So America's foremost aviators will be in the field and it will not be surprising if there are competitors from Europe. There will be no price set by the Navy Department. The specifications will be set forth in the advertisement and the aviators who have machines to sail will make their bids to the department.

The experts of the Navy Department see a wonderful future in the use of aeroplanes and it is a new department of warfare which will henceforth receive a great deal of attention. The two aeroplanes which the experts now have in mind will be used for scouting purposes, only there will be no specification in the contract about carrying guns or ammunition. That is a feature which will be worked out later. The Navy Department believe that with an aeroplane which can remain in the air for four hours and make forty miles an hour they will have a wonderfully efficient means of scouting.

The time of four hours is fixed because that is the length of a watch on shipboard and is a unit of time at sea. With the airship going at the rate of 40 miles an hour, 160 miles could be traversed. An airship would be particularly valuable in scouting for submarines.

The plans of the department now are that the aeroplanes shall be carried on scout cruisers. The officers interested have worked out a tentative plan of erecting a covering for the machine on the after bridge. A shed-like structure could be erected there which would protect the machine from the elements when not in use.

When a flight is to be made this structure could be thrown open. With the cruiser going ahead the airship could be launched easily. Getting the aerial craft back aboard ship presents more difficulties and a feature of aeroplaning at sea which must be worked out.

The experts think that the aeroplane will be developed to such an extent that the control will be perfect enough to bring the machine back to its resting place on ship without difficulty. Until that state of perfection has been reached the aeroplane might be landed alongside and then hauled up over the rail.

The Wright aeroplane as it is now constructed without any thought or plan of use on water would float an appreciable length of time. When Latham fell into the English Channel and was rescued after floating for about half an hour some one asked Wilbur Wright if his machine would float in the water. He said that if the Wright machine hit the water at an angle it would doubtless remain on the surface for many minutes and certainly long enough for the operator to extricate himself and adjust a life belt.

He said further that the double thickness of canvas on the two planes might be made air-tight and that if this were done the machine would float for a long time.

* * * *

PROFESSOR SCORES NAVY

In a recent address before a Chautauqua Charles Zueblin, formerly a University professor, attacked the Army and Navy and declared both institutions, particularly the academic schools representing each, were manufacturies of snobs. He scored both officers and enlisted men and made himself an utter ass before he left the platform. He said in part:

"These young soldiers are brought up to think themselves better than their fellows. These snobbish young warriors-to-be always remind me of an incident famous in German military annals. A German general long retired was at a big military function and had donned his old uniform. A sprightly young petty officer, whose only military service had been in the training school and on the ballroom floor, thought he saw a chance to get off a clever quip before the ladies. So he pranced up to the general and said: 'Why general, your uniform smells fearfully of camphor.'

"The grizzled old warrior turned on this military product of the new generation and said: 'You don't know that smell, young man. That's not camphor, it's powder.' The same thing could be said about our West Pointers.

"Army life is tremendously degenerating in its influence. Perhaps it can't be helped, but there never is a barrack without its trail of wasted womanhood and never does a vessel put into port without orgies that makes us hang our heads with shame. The life is abnormal and it seems an inevitable accompaniment of our present military conditions."

NAVY YARD NOTES

Mare Island, California

The four vessels of the Pacific Fleet that have been at this yard since their Southern cruise and the visit to the Fair at Seattle, left the middle of the month for the North and a second visit to the Fair before the entire fleet starts for the Orient. Owing to the amount of repairs necessary on the different ships it was found impossible to install the new fire control masts. These will be placed on the ships as soon as they return to their parent yards after the Eastern cruise.

* * * *

F. A. Bruger, first sergeant in charge of the marine guard of the cruiser Tennessee, committed suicide August 12th, after brooding for several days over a court martial charging breach of discipline. He left the ship without permission on the afternoon of the 12th and his body was found that evening by a sentry near the magazine with the throat horribly slashed with a razor. The body was interred in the yard cemetery. His mother lives in Solsia, Germany.

* * * *

Work on the new dry dock at Mare Island is progressing fine and it is hoped that the next docking of the big cruisers will be made in government and not private yards. The cribbing has been removed from the inside of the dock and preparations are being made to install the motors which will be used to operate the capstans and other machinery associated with the dock.

* * * *

The business men of Vallejo are preparing to entertain the Committee of Congressmen sent by the Senate and House of Representatives to inspect the Western Navy Yards and naval bases. From here the party will go to California City and then to Pearl Harbor, Honolulu.

* * * *

Lieutenant D. S. Mahoney, U. S. N., died at the naval hospital at Mare Island, Cal., on August 11, 1909, of typhoid pneumonia. He had been assistant to the steam engineering officer of the yard for three years and had been ordered to the cruiser South Dakota when he was sent to the hospital.

* * * *

The cruiser Albany arrived at the yard August 13th, from Mare Island, with fifty prisoners for the Nipsic. The Albany is one of the few ships still retaining her white paint. She probably will remain at the yard several months for repairs and docking.

Although $75,000 was appropriated for the construction of a new ship fitter's shed at Mare Island and work has been under way for ten months, all construction will be stopped for lack of funds. The shed is now about half completed.

The naval transport Glacier, which will accompany the Pacific Fleet on its cruise to Japan and China, has been loading supplies for the fleet.

* * * *

Bremerton, Washington

Commander F. H. Sherman of the receiving ship Philadelphia, has received his commission as captain in the Navy, dated from June 15, 1909.

Gunner F. T. Montgomery of the naval magazine, claims the record in the 50-mile walking contest among the officers at the Bremerton yard. His time was 11 hours and 12 minutes. He walked 20 miles the first day in 4 hours and 40 minutes, 20 miles the second day in 4 hours and 30 minutes, 10 miles the third day in 2 hours and 2 minutes.

* * * *

The torpedo boat flotilla, consisting of the Hopkins, Perry, Whipple, Truxtun, Hull and Paul Jones, is at the yard after a cruise in Alaskan waters. The Paul Jones is in bad condition as a result of a grounding in Peril straits during the cruise. She will be docked and repaired before the flotilla leaves for the south.

* * * *

PORTSMOUTH, N. H.

The tug Nezincott, Chief Boatswain Bitter, commanding, turned turtle off Cape Ann early on the morning of August 11th. Three lives were lost. The dead are:

Surgeon C. E. TROTTER, U. S. N.
Hospital Steward CHARLES WHITE, U. S. N.
Seaman C. L. TAYLOR, U. S. N.

The vessel was en route from Portsmouth to Boston when the catastrophe occurred. All the crew and passengers but the three lost escaped to the mainland on a hurriedly constructed life raft. An investigation has been ordered by Commandant Moore.

* * * *

The crew of the U. S. S. Maine has started the work of sending stores and movable stuff ashore preparatory to placing that battleship out of commission.

* * * *

NORFOLK, VIRGINIA.

Six hundred enlisted men left the station here August 21st for the Pacific Coast where they will be assigned to the eight cruisers comprising the first squadron of the fleet. It is possible that some of the men will be carried across the Pacific for transfer to the third squadron on duty in Asiatic waters.

The men left on two special trains and will go direct to the west coast. They will reach the fleet at Seattle.

* * * *

As a result of investigations and recommendations of a board of naval officers which considered the question of tool steel, a plant has been established at the Navy Yard, Philadelphia, for the manufacture of tools for the naval establishment. So far the plant has produced satisfactory results. Commander F. C. Bowers, of the bureau of steam engineering, and Naval Constructor Henry Williams, members of the board, recently visited the plant at Philadelphia and witnessed some tests of the tools produced by it at the Navy Yard, Brooklyn.

* * * *

The Naval Y. M. C. A. has decided to erect a building in Boston, Mass., near the Charlestown Navy Yard and funds for that purpose are being collected. Several thousands of dollars were placed in the fund by the enlisted men of the Atlantic fleet.

* * * *

Orders have been received to rush the work on the gunboat Marietta. She will leave the yard about September 1st for duty in Southern waters on the east side.

* * * *

LEAGUE ISLAND YARD BUSY

The Philadelphia Navy Yard, according to indications, will experience considerable activity from now on, and a number of workmen who recently were laid off for lack of work, following the outfitting of several of the battleships now participating in the cruise of the Atlantic Fleet, will be re-employed. It is said that several war ships will be sent here to be repaired and overhauled, among them being the battleship Kearsarge, which has been out of commission and which has been ordered to be placed in condition for sea duty.

Following the plan of the Navy Department to repair all war vessels at their home stations, the battleship Kentucky left the local Navy Yard for Norfolk, where the battleship will be extensively repaired at the Navy Yard at that point. It is understood that the Navy Department will expend $500,000 in refitting the ship.

* * * *

DRY DOCK CAUSES TROUBLE

The naval authorities are having almost endless troubles in their efforts to build a new dry dock at the Navy Yard, Brooklyn. The project has been in the hands of several contractors, who abandoned the work, and now the present contractor has about decided to give up his contract. The trouble in prosecuting the work successfully arises from quicksands and from an interfering sewer. The site of the dock has long been known to be on treacherous ground, but it is impracticable to change the location. It seems that the only alternative will be for the Government to continue the work by day labor. The dock is much needed at Brooklyn, and the Navy has been considerably inconvenienced by the delay in completing it.

* * * *

Work involving an expenditure of over $140,000 has been authorized for the battleship Minnesota, of the Atlantic fleet, including the installation of new fire-control towers. New turret-turning gears will also be installed at the first opportunity.

Repairs have been authorized for the battleship Louisiana, to cost over $145,000; the cruiser Tacoma, $8,800; the gunboat Machias, $4,900; the tug Potomac, $16,500; the supply ship Celtic, $10,700, and the collier Ajax, $12,500.

* * * *

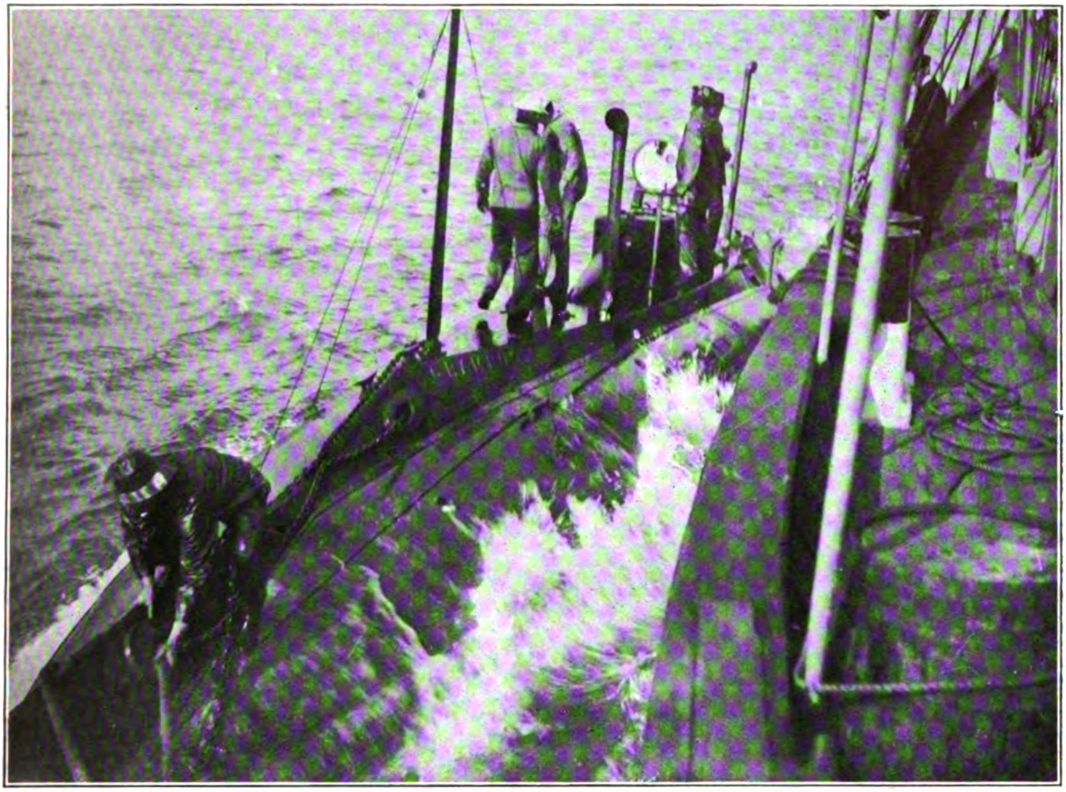
Mr. M. S. Chace, an American, who for many years has been connected with the Imperial Japanese Navy, advocates the construction of much larger submarines than any power is contemplating at the present time. He declares that below surface boats will only reach their greatest usefulness when their speed is equal to a battleship and the little craft are able to carry on a purely offensive warfare instead of defensive as they are at present designed for.

* * * *

Secretary Meyer has ordered that the figureheads to be removed from the following warships of the Navy shall be lent to the states or cities for which the vessels are named: South Carolina, Oregon, Iowa, Raleigh, North Carolina, Kentucky, Colorado, Missouri, Nebraska, Minnesota, Denver, Kansas, South Dakota, Louisiana, Mississippi, Idaho, Alabama, Montana, Yankton, Ohio, Connecticut, Rhode Island, Massachusetts and Baltimore.

* * * *

Twenty-six men of the naval hospital corps who have been under instruction at the training school in Washington will be selected for transfer to the U. S. S. Texas, the station ship at Charleston, S. C., with a view to their ultimate detail for duty on the new Naval Hospital ship Solace, which vessel is expected to be ready for commission about the first of September.



Submarine Boat Alongside Tender Pitkin photo

THE TALE OF THE PHANTOM WHALE

(From Tales of a Bo'sun's Mate)

"I'll now relate," said the Bo'sun's Mate,
In a room of the 'Bucket 'o Blood.'
"Of old times past, before the mast,
Of wrecks and the flying scud."

I filled his cup, an' he took it up,
An' the sailorman says, says he—
"I'll spin ye the tale of the phantom whale,
The best that's spun at sea."

He blew the scum, an' sniffed the rum,
He swigged it long, an' deep;
He scoffed the skee, an' he says to me—
"I've sailed for whales a heap."

"I've sailed for whales," O buckets and brails!
O dolphin's joy leap!
He made a pass, with his empty glass
And oogled the fat bar-keep.

I orders the rum, with a jerk o' my thumb,
An' pays with silver tin.
The sailorman drinks, an' then I thinks
The tale will now begin.

"O foul my stays! the sailorman says,
"There's bluff old skipper Quigg,
With a sea-pirate, for a second mate,
Who sailed on a Bedford brig."

His wooden leg dropped, the sailorman stopped,
He filled his pipe an' said:
"A spotted sea-snake, heaved up in 'is wake,
An' yaffled the leads-man's lead."

"Then gagetts we tightened, an' bilges we lightened;
We made snug, above an' below—
Sou'east o' the galley, we made our last rally,
Avast! Now belay! An' yo, ho!"

O doldrums an' riffles! O pink mottled piffles!
O sailors that sail on the sea!
"I'll spin ye the tale of the phantom whale—
Some other time—" says he.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

SEPTEMBER, 1909

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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LEAVE THE SAILOR ALONE

Now that several men have been injured, and one man killed, as a result of boxing contests among bluejackets on ship board, several old fossil societies throughout the United States have decided it is their bounden duty to make the sailor a more civilized animal and are doing their "durndest" to have the President forebid boxing contests aboard ship.

Moth of heavens, what will the Navy become? Are we mollycoddles, seminary girls or delicate bric-a-brac? Neither we hope and in the meantime let us have boxing contests and fist fights and any old scraps so long as they are good natured and do not affect discipline.

The Navy is a fighting machine. Primarily and essentially each man must be able to fight and fight like the devil when the time comes. Of course the modern man o'warsman fights with long range guns but primitive battles with naked fists as weapons develop the man and teach courage and self-reliance in a way that no book or creed has been able to duplicate.

So kindly step down and out you people who want to reform the bluejackets scrapping proclivities and let him fight in peace and for peace.

TO STOP SUNDAY MUSTER

At last the bluejacket is about to have a real Sunday. One like most of us had in the country where work was postponed and everybody rested. The question has been submitted to the Commanders-in-Chief of the Pacific and Atlantic Fleets and on their recommendations rests the fate of the Sunday muster custom.

Inquiries and investigations along the line of materially reducing the duties required of the man o'warsman on Sunday have been the order of the day at the department for several months. Like most other reforms it has been slow but this time we hope it is sure.

One Commanding Officer has pointed out that many of the duties now performed on Sunday could just as well happen Saturday or any other day in the week. He suggests that inspection and muster be held some other day and to allow more liberty on Sunday. It has been suggested that Sunday liberty be allowed to everyone entitled to liberty, the men going ashore early that morning instead of waiting until noon as is now the case.

* * * *

DON'T KNOCK; BOOST

OUR NAVY has never been much of a braggart. Neither has it courted popularity by attacking other service publications and claiming all sorts of things impossible and untrue. It has been simply a magazine published by enlisted men and devoted to the interests of the enlisted man.

Numbers of times this paper has had opportunities to crow, pat itself on the back and do all the other stunts usually performed by compliment seeking persons and publications. It hasn't done this sort of thing and believes that the enlisted man thinks better of OUR NAVY for it.

This does not mean however that OUR NAVY is adverse to advertising itself and its products. There is a distinct difference between vanity and business. The continual prattling howl about who is who and why is the objectional feature and should be eliminated from service talk.

OUR NAVY's aim and the aim of most every enlisted man is to better the service. We can do this only by united effort and by eliminating knockers and growlers. To get any injustice righted we have to go to the department and that place is too busy to meddle with boasters and knockers.

Talk straight and mean what you say. The Navy is a good place at present. It's a home but don't spoil anything by howling about something that doesn't need fixing.

WHAT DID YOU MEAN?

It's not good policy to be inquisitive. Sometimes a person gets in bad when they poke their knowledge seeking bump into other people's business. But after a thing gets in print it's generally public property and anyone has a perfect right to ask questions. Therefore Our Navy would like to make one query of the editor of the Ess Dee of the South Dakota.

You ask the question, "Who hit the scribe with the grape?" Brother McLeod and we want to know what is meant by such an innocent looking remark.

* * * *

STOP THE HUB-BUB

The American newspaper world has again started the agitation about Socialists and persons tending toward anarchy spreading literature among the enlisted men of the Navy. It is pleasing to note that by far the greater portion of the literature poo-hoos the idea that the American bluejacket is any but a patriotic citizen and would do his duty above all things. But nevertheless it looks queer to us, the one they talk about. Such a fuss and hub-bub is hardly raised over the election of a new President.

If the agitators are looking for a simple method of dealing with the spreaders of the seditious paper we would suggest that the ones instrumental in printing and serving out the socialistic notices be turned over to a party of bluejackets for treatment. It wouldn't take long and we guarantee the effect would be lasting.

The men of the Navy have no use for persons who attempt to wean away their loyalty from the United States. Sometimes the ones who would defile us may couch their words in pleasing ways and fool us for a short time. They may misrepresent and misconstrue until we do not understand but when a bluejacket does understand these flamboyant and bombastic phrases used by the spell binders of the so-called Socialism he is disgusted and sometimes animated by a desire to wreck vengeance as an instance when the Atlantic fleet was in San Diego, a year and a half ago, will testify. Concerning the whole argument the Mail and Express, of New York, has the following very sensible reflections:

"Mr. Henry H. Ward, secretary of the United States Navy league, has published a statement which, while possibly less alarming than it appears to him, is nevertheless of sufficient gravity to deserve official attention. It is to the effect that a propaganda is at work in an effort to spread socialist doctrines among the enlisted men of the Navy and to arouse the spirit of unrest and disloyalty.

"According to Mr. Ward's declaration, socialist literature was extensively circulated among the bluejackets of the battleship fleet while the vessels were on the California coast on their way around the world. Socialist meetings were held at various points which bluejackets with shore leave were urged to attend, and runners and lookouts were on the streets to pilot them to the gatherings. At these meetings violent and seditious speeches were made, most of them in terms to persuade the sailor that he was engaged in an ignoble calling. One leaflet widely circulated among the enlisted men of the fleet contained the following:

"'If your brothers and sisters on shore were out on strike and your officers ordered you ashore to murder them, would you have the courage to refuse, or, better still, to use your guns in defense of your brothers and sisters? Or would you 'charge' to the slaughter? The Russian sailors had the courage to 'mutiny' a few years ago when their brothers and sisters on land were fighting for better conditions. The French soldiers had the courage to refuse to shoot the striking wine growers last year. Are you as brave as the Russians or the French? If you were ordered to kill your brothers who were striking against their masters, would you be loyal to your (master's) country or to your class?'

"Despicable as this sort of agitation really is, it will fail of its purpose. Its leaders are witlings as well as public enemies, and they are guilty of the monumental blunder of assuming that the American bluejackets are as foolish and wicked as themselves. The assumption is an insult to the intelligence and loyalty of the men who wear the Navy uniform.

"There is probably no body of American citizens of equal number among whom the average of patriotism, loyalty and respect for authority is higher than among the enlisted men of the Navy. Nearly 90 per cent of the entire force are native-born Americans and the remainder are American citizens or have declared their intentions of becoming such. They are in the Navy because they want to be; their entrance to the service was entirely voluntary. The notion that such a body of men can be induced to betray their country and themselves by the preachings of anarchists or socialists is more amusing than startling."

U. S. S.
CHEYENNE
84

Baseball Team, U. S. S. Cheyenne

"OUR NAVY" TROPHY BASEBALL SERIES

Standing of the Teams for "Our Navy" $300 Trophy

Team	Games Played	Won	Lost	Pct.
U. S. S. W. Virginia..	11	8	3	.727
Naval Training Station	11	7	4	.636
U. S. S. Tennessee....	5	3	2	.600
U. S. S. Cheyenne.....	12	7	5	.583
Mare Island Marines..	9	3	6	.333
U. S. S. Pennsylvania..	3	1	2	.333
Torpedo Flotilla......	1	1	0	1000
U. S. S. Colorado......	2	0	2	.000
U. S. S. California.....	6	0	6	.000

The First Ten Leading in Batting Average for Individual Prize ($47.50 Howard Watch)

Players who have not played in six or more games are not listed.

Name	Team	Games Played	AB	Hits	Pct.
Chap. Scott	Naval T. Sta.	11	44	18	.409
Frank	California	6	20	8	.400
Monroe	West Virginia	10	38	14	.368
Alworth	Cheyenne	12	52	18	.346
Burke	Mare I. Marines	7	30	10	.333
Healy	California	6	27	9	.333
Dunham	Cheyenne	12	45	14	.311
Larimer	Naval T. Sta.	11	40	12	.300
Maier	West Virginia	10	39	13	.300
McGillis	Mare I. Marines	8	31	9	.290

First Ten Leading in Runs for Individual Cup

Name	Team	Games Played	Runs
Reber	Cheyenne	12	13
Shaefer	West Virginia	11	11
McGuin	West Virginia	11	11
McGillis	Mare I. Marines	8	10
Ch. Scott	Naval T. Station	11	9
Dunham	Cheyenne	12	9
Snyder	West Virginia	10	8
Reed	West Virginia	10	8
Alworth	Cheyenne	12	8
Crowley	Cheyenne	10	8

In the third game of the series for Our Navy trophy the U. S. S. West Virginia defeated the U. S. Naval Training Station in a thirteen-inning game on the Station grounds by a score of 4 to 3. Martin for the Naval Station and English for the West Virginia pitched fine ball.

	1	2	3	4	5	6	7	8	9	10	11	12	13	
U. S. N. T. S.	0	0	1	0	1	0	0	0	1	0	0	0	0	—3
West Virginia	2	0	0	0	0	0	1	0	0	0	0	0	1	—4

Three base hit—Scott, E. Two base hits—Larimer, Brown, Snyder. Double play—Larimer to Scott. Sacrifice hits—Scott, G., Snyder. Struck out—By Martin 6, by Snyder 8.

In the second game of the series for Our

NAVY trophy the U. S. S. Pennsylvania defeated the U. S. S. Tennessee by a score of 9 to 0.

	1	2	3	4	5	6	7	8	9	
U. S. S. Tenn.	0	0	0	0	0	0	0	0	0	—0
U. S. S. Penn.	1	0	1	1	3	2	0	1	0	—9

Two base hits—McCafferty, Streib, Harris.

In the second game for OUR NAVY trophy the U. S. S. Tennessee defeated the U. S. S. Colorado in a loose game by a score of 20 to 6.

	1	2	3	4	5	6	7	8	9	
U. S. S. Tenn.	3	2	2	3	1	0	3	3	3	—20
U. S. S. Colo.	0	0	0	1	0	1	0	1	3	— 6

Home runs—McCafferty, Gifford. Three base hits—Slivinski, Teubert. Two base hits—Zehner, Pettis. Sacrifice hits—Acuff, Teubert, Whittbeck, Gray, Austin. Double plays—Bush, McCafferty, Carothers. Hit by pitcher—Acuff, Zehner, Whittbeck. Umpire—Lieut. Stokes.

* * * *

DEFENDS THE NAVY

A striking defense of the Navy, and also a very instructive story of what the Navy really is, appeared in the New York Times July 17th. J. C. Stanworth, the writer, is an ex-bluejacket and thoroughly acquainted with things naval. His letter to the Times was in answer to one written by a Mr. Mendes who covered a half column showing why navies should be relegated to the ash heap and the money spent in such humanitarian projects as "hospitals for dyspeptic canary birds" and "mechanical woodpeckers to prevent the natural product from over use of energy." Mr. Stanworth wrote as follows:

"In these days of sentimental reaction after the clamoring terror of the public during the Spanish War, letters such as Mr. Mendes writes attacking the Navy are all too common.

"Would Mr. Mendes think it advisable to abolish the metropolitan police? And yet the navies of the world are fighting ships but a small fraction of the time. The rest of the time efficient and busy policemen. In four years in the Navy I have seen the presence of war vessels prevent revolutions in Santa Domingo, one war between Nicaragua and Guatemala, improve quarantine for bubonic plague at La Guayra and preserve it, prevent a massacre of foreigners in Haiti, and prohibit the losing of foreign property in Honduras. This without the expenditure of one round of ammunition. The sight of the white ships was equivalent to the twinkle of a policeman's star to window-breaking boys.

"That the fleet means $200,000,000 stolen from wage earners will not appeal to the average intelligence. The price of the ships came from the property owners of the country, at the lowest tax rate in the civilized world. It was paid in order that there should be funds to enable the Government to adequately protect its citizens.

"As for 15,000 young men 'turned from productive industry'—well, the navy requires electricians, telegraphers, carpenters, plumbers, machinists, engineers, coppersmiths, boilermakers, clerks, fifty-nine trades in all, and it educates boys to fulfill these duties. I know whereof I speak. I learned my trade in the Navy, was honorably discharged two years ago, having saved $800 in my four years, and I am now on a salary of $3,200 per annum. The Navy taught me all I know of 'productive industry.' Without complaints like this one of Mr. Mendes many young men now drifting along tradeless would do as I have done, and after a four years' education enter business life ashore, fit, sound in mind and body, and with a love for the flag which is beyond the comprehension of the 'free born Americans' who object to anything military.

"J. C. STANWORTH,
"An ex-Man-of-Warsman."

* * * *

OIL IMPORTANT TO NAVY

Oil is becoming a more important subject to the Navy each day. Small craft have been fitted with oil burning boilers and experiments have been conducted successfully with the Cheyenne one of the larger coast defense monitors.

Plans are being considered for the installation at California City, in conjunction with the coaling station, of large reservoirs to supply the torpedo boats and other naval craft using oil. At other stations steps are already being taken to maintain a supply of oil and the Department is considering the advisability of constructing specially fitted vessels to carry fuel oil for naval vessels.

California will produce about 55,000,000 barrels of crude oil during the current year according to State statistics. This is 2,500,000 barrels more than the entire Russian output. Considering California as only one of the many productive oil fields in the United States it is easy to reason that oil as fuel would be more plentiful than coal.

Oil is also a much cheaper fuel for the Navy and what is more important increases the steaming radius of the vessel. This was proven in the case of the Cheyenne. With oil as fuel and the internal combustion engine perfected the future warship would emit no smoke and be able to girdle the globe without stopping for fuel.

Physical Drill with Arms, Nava

STATION NOTES

A SHIPMATE DIES

While practicing trick jumping in the gymnasium on Goat Island, Joseph M. Seithel, a coal passer, fell and dislocated his neck on the afternoon of August 18, 1909. He died almost immediately. The remains were shipped to his parents at 4437 Easton avenue, St. Louis, Mo. "Chubb," as Seithel was known to all his shipmates, was as popular as any man who ever "went through the Barracks" at Yerba Buena. He was always cheerful, always a shipmate and a man who brought credit to the Navy. He was first to help in an evening's entertainment and ranked high as a wrestler and acrobat among the gymnasts of the station.

Seithel enlisted in St. Louis March 5, 1909, and was rated as a coal passer August 5, 1909. He was on the training station during his entire service but won more friends in that short period than most men win in a cruise. He is mourned by many here who send their sympathy to his father and mother. Seithel was barely 22 years of age at the time of his death.

* * * *

Lieutenant Commander C. C. Fewel, who has been captain of the yard and executive officer of the station for over two years, was detached the latter part of August. He accompanies the Pacific fleet as Navigator on the Pennsylvania. Mr. Fewel has had charge of the affairs of the station during the time it developed into a really large training school and most of the present permanent improvements and conveniences are due to his efforts. The crew of the station, and especially the baseball team and fans, will miss Mr. Fewel and his many privileges and attentions granted the enlisted men.

* * * *

Daniel O'Connor, C. B. M., Matt Szudera, C. M. A. A. and H. Fredriksen, C. M. A. A., were paid off last month and all will try the

raining Station, San Francisco. Pitkin photo

sea next cruise. Chief Quartermaster Grosskoph, Chief Master-at-Arms Berg and Chief Master-at-Arms Quinn were sent here to relieve them.

* * * *

ENLISTED MEN'S BALL

The best attended ball ever held by the enlisted men of the Naval Training Station, San Francisco, was given on the evening of July 30, 1909. Two trips of the station tug and launch were insufficient to carry the visitors from pier No. 3 to the island the night of the dance. It was voted a complete success and everyone enjoyed themselves throughout the entire program of eighteen numbers.

More than 400 persons participated in the grand march lead by Commander E. W. Eberle, commandent of the station and Mrs. C. C. Fewel, wife of Lieutenant-Commander C. C. Fewel, formerly executive officer of the station. Chief Boatswain's Mate and Mrs. D. O'Connor were second. The dancing continued until nearly midnight when tugs and launches were busy for an hour carrying the merrymakers to their respective homes in San Francisco and Oakland.

The committees in charge of the dance were: Committee of Arrangements, D. O'Connor, S. N. Rosenstein; Floor Committee, M. Szudera, H. A. Pallady, F. Larimer, C. Nessa, J. Leahy, A. J. Robbins, C. E. Wilson, M. A. Hawley, A. C. Weiser, F. B. Morehouse, W. Landes, E. H. Wood, F. E. Davis and F. Chester; Reception Committee, P. G. Stamm, W. A. Stowe, T. J. Murphy, A. Melancon, W. R. Cowan, C. A. Reddington, F. D. Creamer, G. Y. Yeager, A. Hofmann, F. L. Smith, W. Scholer, G. H. Wood and P. Woods; Decoration Committee, G. W. Graves, F. Bidwell, J. B. Watt, R. A. Hornaday, J. T. Perkins, W. N. Wagner and C. Larsen.

Through the committees not expecting as many guests as arrived the night of the ball a slight shortage of edibles was reported which occasioned some dissatisfaction among the apprentice seamen.

Chief Electrician Frank Bidwell was married on the evening of September 1st, 1909, to Miss Millicent Bryant at the home of the bride's parents, 1012 Wood street, Oakland, Cal. A number of Chief Bidwell's shipmates attended the ceremony. Bidwell has served two cruises in the Navy and is accounted an excellent service electrician. He has been in charge of the dynamo room on Yerba Buena since last fall. His shipmates wish him a smooth and happy cruise on the matrimonial sea.

* * * *

The wedding of Miss Katherine Metcalfe and Assistant Surgeon J. B. Kaufmann, U. S. Navy, occurred on July 21st at San Francisco, Calif., in the parlor of Miss Hamlin's School. The ceremony was performed by Chaplain Scott before an improvised altar of ferns and carnations. The bride wore her traveling gown and was unattended save for Miss Helen Sullivan, who walked with her to meet the bridegroom at the floral altar. Miss Metcalfe had charge of the younger pupils at Miss Hamlin's School for some time and is a clever girl with many resources. She is a sister of Miss Edith Metcalfe and a daughter of Captain John Metcalfe. Dr. Kaufmann and his bride went south on their honeymoon trip, but will reside at Yerba Buena, where he is stationed.

* * * *

The enlisted electrical force will leave the dynamo room on Goat Island about September 1st and civilian employees will take their places. Four men will be employed to do the general work and stand watches on the dynamo. It is probable that a fifth will be employed later in the fall.

* * * *

The lighthouse tender Madrona is to be overhauled at the Mare Island yard after continuous service for several years. The Madrona is stationed at the buoy station at Yerba Buena Island and acts as tender for the various light houses in that district.

* * * *

The scheme of oiling the roads and parade ground has been started and by the close of next rainy season most of this work will be accomplished. Most of the roads on the lower part of the island and part of the parade ground has already been oiled.

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A TALE OF BROTHERLY LOVE

A real genuine human interest story, wherein one brother was willing to share his less fortunate brother's confinement, has been added to the list of tales of what one shipmate will do for his fellow. This story happened on Yerba Buena Island and the principals are C. H. Lee and C. C. Lee, both bright boys and members of the fourth company of apprentice seamen.

Both boys shipped in New Orleans in the early part of June. They came to the station and liked the service but C. H. Lee could not master the rules of discipline as fast as expected. He was given a brig sentence of five days for a breach of discipline and herein lies the story.

Every morning the prisoners are brought out of the cages and given water. On the third morning of his confinement C. H. Lee accompanied the others but watched for signs of his brother from the corner of his eye. He saw him, and signs as only brothers can make passed between them. Not a word passed but as C. H. Lee entered the wash room his twin brother quickly took his place in line and the one who had passed two and a half days in the brig was free. But as the best laid plans of mice and men ga'alee so did the plan of the Lee brothers miscarry. A watchful master-at-arms saw the quick interchange and C. H. was placed back in line while C. C. was given full permission to accompany him on the rest of his tour of solitude.

* * * *

PAUL JONES HITS ROCKS

The torpedo boat destroyer Paul Jones, which left Seattle late in July for a cruise in Alaskan waters, in company with five other destroyers, was carried out of her course and onto a hidden reef by the tidal currents in Peril straits, 25 miles north of Sitka, on the morning of August 4th. She proceeded to Skagway under her own steam and left the flotilla for repairs.

The vessel was going at about three-quarters speed when she struck. She ran high out of the water throwing men from their hammocks and breaking two holes in her starboard bow. The pumps were started and all speed possible made for Skagway. When she was overhauled the propeller shaft was slightly bent and several other parts wrenched by the collision. She joined the flotilla at Juneau after a day's delay. Lieutenant M. S. Davis is in command.

* * * *

A mild epidemic of typhoid fever broke out on the Atlantic fleet while the vessels were maneuvering off Provincetown, Mass. Fourteen patients were placed in the Naval hospital at Chelsea. An investigation will be held on supplies carried by the Celtic to determine what caused the disease to appear.

NOTES FROM SITKA

August 5, 1909.

A crew of men are at work installing the steam heating and electric lighting plant at the Marine Barracks. The work is being done by C. W. Young of Juneau, Alaska.

The Fourth was quietly celebrated here upon Monday, the fifth. At noon a salute of 21 guns were fired, and at 1 p. m. the sports took place, and in these the Marine baseball team defeated the team of the S. S. Spokane to the tune of 6 to 4. The work of Snyder in the box for the Marines, was a feature of the game. The 200-yard hose race was won by the Marine team in 56 seconds. In the evening a grand display of fireworks was given from the custom house.

H. Osborn, chief electrician, U. S. N., reported at this station July 23d for duty at the Wireless station, relieving chief electrician Gallagher.

The Marine baseball team suffered its first defeat of the season at the hands of the crew of the S. S. St. Croix, July 28th. The game was a fine exhibition with the exception of the first inning. Honors evenly divided. Score 7 to 1.

Corporals R. F. Barry and John Collins, U. S. M. C., left post August 5th, the destination of the former, Mare Island, Cal., while the latter goes to Washington, D. C.

W. S. Gallagher, chief electrician, U. S. N., who has been in charge of the Wireless station at this place for the last year, left on the S. S. City of Seattle, July 29th, for Mare Island, Cal.

The torpedo boat destroyers Perry, Truxtun, Hull, Hopkins, Whipple and Paul Jones, arrived in these waters July 30th, and proceeded to coal at the naval coaling station on Japonski Island. Sailed August 3d, homeward bound via Skagway and Juneau.

L. A. Dietz.

* * * *

TO ABOLISH POWDER DIVISION

Rear Admiral Barry has expressed himself as favoring the abolishment of the powder division aboard ship. He states that he sees no reasons why this division should be kept separate from the deck divisions and believes that better work could be accomplished with the men from the powder division scattered among the divisions at the guns. At present many electricians are attached to the powder division. In fact almost all but the men in the turrets. The re-arrangement would bring these men all in the divisions they properly belong in.

THE VICKSBURG'S CRUISE

Editor Our Navy: August 10, 1909.

U. S. S. Vicksburg, Corinto, Nicaragua,

The glorious "seeing the world" trip of the good ship Vicksburg has received a crimp and the prospective and expective globe trotters who left San Francisco two months ago for New York and the East coast are languishing neath the shade of a scorching sun in the semi-revolutionary harbor of Corinto. Corinto is quite the town you read about in all the proper novels of South American revolutions. You have the gay be-uniformed soldier, the dark-eyed senorita and the romantic little town just back of a charming little beach. But we also have fleas, mosquitos, sand flies, heat—real red prickly heat—and several hundred other things Richard Harding Davis didn't find when he sojourned here to gather color for his romances.

The trip until we passed Magdalena bay coming down was fine. The sea was calm and the Vicksburg plowed through like a veteran. We passed the wreck of the liner Indiana high and dry on the beach. We had one pretty bad squall and gave all new hands a chance to line the rail and see who had the strongest stomach. We were eating on deck for two days and giving the Goat Island sailors a touch of a life on the foaming wave.

Acapulco was our first stop. We stayed two days and received no liberty. Salutes and official visits were the order of the day. The coaling barge came alongside the afternoon of the second day and after heaving various bags of the precious stuff aboard we secured for sea and sailed away for Corinto. Here we landed and here we are yet. Our only hope lies in a scuttlebutt rumor to the effect that September 15th will see us relieved and on our way to the East coast and the real United States.

The Albany was in Corinto harbor when we steamed in. We dropped our mud hooks and did the usual 21 gun stunt for the Nicaraguans and then you should have seen the Albany heave to for a quick run home. She didn't stop for anything but pointed her bow toward San Francisco and let the smoke blow in our faces. Her crew lined the rail as they passed us and gave us good advice about what not to do and when to do it in Corinto. It sounded like the "four years" yell at Yerba Buena only here we felt a darn site more lonesome.

The uniform is an undershirt and a pair of white pants cropped at the knee. Shoes, socks and jumpers are tabooed. Some wear hats but when you get used to living in the open air it's fine, so I fed my white hats to the sharks.

From One of the Sea-Wolf Gang.

Torpedo Flotilla, Sitka, Alaska Copyright Merrill, Sitka

ALASKAN CRUISE OF THE DESTROYERS

By Alfred E. Bennett

On the morning of July 26th, out of as many nooks and green crannies in Puget Sound, six tiny black specks emerged; and, with the speed of scared ducks, swerved into Eliot Bay; growing larger and larger until they resolved themselves into the torpedo boat destroyers, Perry, Paul Jones, Hopkins, Whipple, Truxtun and Hull.

Captain Edgar B. Larimer, of the Perry, Commodore of the fleet, led the sportive porpoise imitators through a series of grapevine twists all about the water front, and, suddenly lit out, in the direction of Alaska.

As the flotilla cleared Eliot Bay, the Perry, through her wireless, received a "P. D. Q." from the flagship; she turned like a polo pony, and signaling to the following craft: "Make all speed for Alaska," put back four bells, for the cruiser Yorktown, lying off Seattle. Bringing her nose up within ten feet astern of the Yorktown, in a swirl of foam, Captain Larimer learned from Captain Field of the Yorktown, "Admiral 11th Fleet," that he was to overhaul the black boats and stop them, as orders had been received to delay their sailing until further instructions.

To overtake the rest of the fleet, already miles away and steaming full speed—it was a shame to take the money—but away the Perry put.

Past pleasure craft and passenger steamers she flew like a burning cinder in a gale, in pursuit of her flying sisters. Forty miles from Seattle she brought up with the first, and shortly afterward, the second, then with recall flags flying she pressed on.

At last the entire fleet had been passed except the Whipple, which, built for more speed than the Perry, as were three of the other boats, had taken the bit in her teeth, and was burning the wind like a comet. Past the army forts and Port Townsend, the destroyers swarmed; the Whipple's pall of smoke covering the recall pennants from her bridgemen, while the Perry drew up inch by inch. At length the fluttering signals were spotted, and the Whipple hove to.

Up came the other ships, after a while, and they all lay bobbing on the seas which sneaked in through the straits, while the wireless, spat and buzzed calls through space to the Yorktown. After an hour or so of waiting, the Commodore received orders to proceed, and the flotilla got under way again; but the racing gait was cut down to the snail's pace of 12½ knots.

Entering the inland passageway, between Vancouver Island and the mainland, the ships wound in and out, through a bewildering maze of crystal channels, among thousands of islands, which lay as if dusted into the sea from a great salt and pepper shaker with small vents.

The open sea was encountered but twice during the entire trip, so there was little rough weather.

The first stop was made over night at Ketchikan, which is the first Alaskan town. Here the social intercourse between ship and shore was somewhat dampened by an incessant downpour of rain. A number of the men went ashore, however, to view the big totem poles and collect post cards.

The next morning the ships continued their voyage up the cloud-hung channel. Alaska is the greatest country in the world for clouds; they float on the water like blankets, drift through the pines on the beach, and settle in frothy, snow-white, and leaden seas over the mountains.

Through Wrangel narrows, and many other places where a spud could be thrown from either beam to the beach, the flotilla steamed; while the rain continued with soaking persistency on into Sitka. Here, on the morning after the arrival of the fleet, the rain god, graciously granted the damp torpedo men a respite; and, soon little groups of "Dungarees" were toiling up steep hillsides to the game regions, or wading an icy stream up to a promising riffle. All hands had fairly good luck at the chase; one officer bringing in seven deer, while the writer of this article with a companion, caught a fine string of trout. A couple of the Truxtun's men enjoyed themselves so well in the wilds, that they missed their ship, rejoining her on the return voyage at Juneau.

The marine guard at Sitka offered the sailors every courtesy, and made their stay as pleasant as possible.

The fleet coaled at Sitka, and it was a hard, painstaking task. It seems that, although elaborate preparations were made to remove coal from the colliers and place it in the sheds, they overlooked the minor point of getting it from the sheds into empty bunkers. A little oversight of this nature is very noticeable, in fact indelibly impressed upon the men who shovel coal into a dinky car, push the car over a hundred fathoms of track; empty the car, and shovel the contents over a slip to the deck, and then again into the bunkers.

On the voyage to Skagway, a few miles out of Sitka the Paul Jones ran aground. She was making a close turn in a narrow passage, and, caught by a tide rip, hung up on the beach for a few hours. No serious damage was done, and there was absolutely no foundation for the erroneous newspaper accounts of the accident.

The Swiss Alps, are flattered, by being compared with the scenery on the route from Sitka to Skagway. Jagged, snow-wreathed mountains, and great blue-white glaciers, some spreading fan-like to the sea, others filling the valleys, and coiling about the mountain tops like gigantic frozen serpents, stand on every hand.

At Skagway, general liberty was granted, and a number of the men took advantage of the excursion rates on the White Pass and Yukon railroad, to travel over the most beautiful scenic railroad in the world.

The fleet stopped at the army post Fort William H. Seward, near Haines Mission, on the return trip. The band played a concert to welcome the Navy men, and the flotilla sent a baseball team ashore which cleaned up the soldiers with a score of 2 to 1. Stops were made at Juneau and Douglas, and a baseball game arranged at Juneau. The editor of the Juneau Dispatch, announced through his paper that in event of a ball game, the stores of the town would close at 10:00 a. m., to allow the clerks to attend, and further, that there would be no issue of the Daily Dispatch, as the editor was a fan himself.

Out of Juneau, the ships called at the wonderful Taku glacier, where the torpedo men lassoed icebergs for the scuttlebutts. Better weather was encountered on the return trip, and when the fleet brought up in Esquimault harbor at Victoria, B. C., on August 11th, the sky was blue as the sea.

All hands went ashore in the King's country, and explored the city of Victoria. Then, after three days of sightseeing, the fleet steamed down to Bremerton.

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CRUISE OF THE ST. LOUIS

U. S. S. St. Louis
San Francisco, Cal., August 24, 1909.

Editor Our Navy:

After a cruise of two months and thirteen days the St. Louis returned to San Francisco Sunday, August 22, 1909, after a record-breaking run of 4 days and 22 hours from Honolulu. This is the record for warships between Honolulu and San Francisco. Only one liner holds a better, the Tenyu Maru. Her time is 4 days, 18 hours and 40 minutes.

The St. Louis left San Francisco June 9th, and after cruising on the standardization course off Santa Barbara for 24 hours she left for Honolulu where all hands were given short liberty. On July 4th anchor was weighed and we left for Suva, Fiji islands. Our first squall was off Santa Barbara where all new hands manned the rail in lusty fashion. On July 9th we hit the equator and the recruits were again favored by being the center of all attraction. Neptune boarded the ship and in his customary excellent way proceeded to oust all authority and make merry. Two sections received liberty at Suva when we left for Pago Pago.

At this port we expected to receive coal but owing to the bad arrangement only 900 tons were taken aboard. It took two days to carry this in wheelbarrows from the sheds near the docks to the ship's side and then swing it into the bunkers.

Several shipmates fell in love in Samoa and failed to answer to the first muster on our way to Honolulu on the return trip. We made Hawaii from Samoa in 10 days about the easiest steaming imaginable.

At Honolulu the custom officials were real angry with some of our genial chief petty officers over a fancied smuggling case. After this was settled a 24-hour liberty was declared and bum boats proceeded to storm the gangway.

From Honolulu the cruiser went to Hilo. At that place the crew went ashore, and from there went to see the wonderful volcano of Kilauea. The mountain was in a state of unusual eruption and officers and men were amazed at the grandeur of the scene and the magnitude and volume of the flames, burning lava, and smoke being thrown into the heavens. After a few days at Hilo the St. Louis started for this port.

* * * *

The St. Louis will go to Los Angeles September 9th to take part in the ceremonies attending the completion of the breakwater. It will return to this port to remain in the harbor until after the Portola festival. After that the cruiser's movements are uncertain.

When we arrived in San Francisco harbor Loring L. Gillispie, one of our shipmates, was notified that he had fallen heir to $55,000 while in the South seas. He has six months to do and promises a gingerbread spread when the big day arrives.

* * * *

PLAN 30,000-TON SHIPS

The 26,000-ton battleship will soon become a reality and naval experts now are figuring on a 30,000-ton ship that will eclipse anything now building or authorized by any Navy in the world. The proposed ships will cost about $12,000,000 each and will be armed with twelve 14-inch rifles. The Government is now experimenting with this rifle at the Naval Proving Grounds at Indian Head.

The ships will be of the all-big-gun type. Two, possibly four of them, will be asked of the next Congress.

* * * *

COMPLAIN ON MAIL CLERKS

Complaint has been made by postmasters that the Navy mail clerks are not zealous enough in their duties and hint that many packages of dutiable stuff have arrived in the United States from foreign lands because the mail clerks did not enforce the postal rules strictly with their shipmates.

The latest complaint was made by the purveyor of customs at Des Moines, Iowa, who claims a package, mailed on the Helena at Hong Kong, contained material which should have been declared before entering the United States.

* * * *

ENFORCE POSTAL REGULATIONS

At the suggestion of the postoffice inspectors of the western coast district the Navy Department has established the precedent of trying by Summary Court Martials, convened by commanding officers of naval vessels and stations, all persons connected with the Navy who violate the postal laws.

The case referred to the Department was that of an ordinary seaman on the fleet. He mailed an obscene letter and it was referred to the commanding officer of his ship, through the postoffice and Navy departments. The man was given a Summary Court Martial and sentenced to twenty days' confinement and loss of pay amounting to $13.00.

Both the postal and naval authorities expressed themselves as satisfied with the method of punishment and the sentence.

* * * *

NAVAL IMPOSTOR SENTENCED

George Leubenthal, alias George Jones and several other names, who achieved notoriety by posing as a naval officer at San Jose, Cal., last spring, pleaded guilty in the United States District Court and was sentenced to several years hard labor in Federal prison for his actions.

Jones, or Leubenthal, as he called himself, went to San Jose after deserting from the Navy, and with one uniform and posed there as a recruiting officer for several weeks before he was apprehended by United States officers.

VISITORS 000000003
Photo by Randall

Baseball Team, U. S. S. Galveston

GALVESTON NEWS

U. S. S. GALVESTON,
Yokohama, Japan, July 12, 1909.

To the Editor of OUR NAVY:

Your copies of OUR NAVY received on last mail and was glad to have same as there was a great deal of news in them. All the boys were after me to let them have them when I was through, and now you could go out on dock and see them reading them and trying to get next so as to have a better glance at them.

We are still in Yokohama and all by our lonesome the rest of the fleet having continued on northward leaving us here to go in dry dock and have our starboard propeller put on.

We are having all kinds of liberty here and the boys think this a lively port to be in. Parties going inland every week. They are trying to get up a party now to visit Fujiyama next Sunday.

Well the call that brings 40 per cent of them back has just gone, so will have to go, thanking you for your promptness in forwarding the magazines. LOUIS F. RANDALL.

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NEW REGISTRY RULING

The new ruling in regard to registered mail for United States Naval vessels provides that when a postmaster delivers to a mail orderly as distinguished from a Navy mail clerk, the mail orderly being considered the authorized representative of the addressee by virtue of his appointment by the commanding officer of the vessel to receive the mail for the vessel, the sender's registry return receipts should be signed at the postoffice by the mail orderly.

When registered matter is delivered to Navy mail clerks such clerks should be required to take the return receipts to the vessels for the purpose of having them signed by the addresses, or their authorized representatives.

Navy mail clerks are considered as postal employees, and for that reason should deliver and obtain receipts for registered mail in the manner prescribed for postmasters.

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The members of the Army and Navy Club of San Francisco were the guests of the officers of the Alert, the California naval militia ship, on a cruise in San Francisco Bay on Sunday, August 15, 1909.

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Stooping lowly,
Walking slowly
Over all the mats;
Tripped and fell,
Let one yell—
Thought he'd broke his slats;
Up he straggled,
All bedraggled,
His pacing showed a lag;
Not a sailor
Off a whaler—
Cockroach on a jag.

ALABAMA GETS REPAIRS

The battleship Alabama, which was built in 1901, at a cost of $2,650,000, is to be rebuilt at a cost probably in excess of $1,000,000. The big war vessel, which is now in the Brooklyn Navy Yard, has been ordered out of commission and will soon go into the dry dock there for her remaking. This is likely to take about a year.

When the Alabama comes out of the Navy Yard again, some time in 1910 she will be practically a new warship. The work will be commenced when the plans are completed in the Navy Department in Washington.

The ship is to be remodeled. All the engines and boilers are to be taken out. The old-fashioned masts will be replaced by the new fireproof masts with the latest type of fighting tops. The old guns will be taken off and new and heavier cannon mounted in their places. The hull will be strengthened.

* * * *

Boatswain's Mate Julius Zucker,, attached to the U. S. S. Birmingham, has been commended by the Secretary of the Navy "for his prompt and courageous act" in jumping overboard from the Birmingham in the harbor at Newport, July 4, 1909, and rescuing Seaman Chester G. Hauck, who had fallen overboard, and, being unable to swim, was in imminent danger of drowning. It was very dark at the time and a strong tide was running. Zucker jumped overboard from the main deck without stopping to take off his shoes or clothing.

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ONLY $40.00 ON BOOKS

A recent change in the Navy Regulations alters the system of leaving money on the paymaster's books. Hereafter no enlisted man will be required to keep more than $40.00 to his credit. This will affect the amount held back on all ratings above petty officer, second class. Apprentice seamen must still keep $32.00 to their credit and other ratings in which the pay is below $40.00 must have at least one month's pay on the books.

* * * *

A new world's record for rifle shooting was made at Wakefield range, it is claimed, by Midshipman Andrew D. Denny, U. S. Navy, of the naval team, who scored 335 out of a possible 350. This exceeds by two points the new record of Captain Emmett Eddy of the 8th Ohio National Guard, made at Camp Perry, Ohio. Denny's marks were as follows: Two hundred yards rapid fire, 43; 200 yards slow fire, 48; 600 yards slow fire, 49; 800 yards slow fire, 48; 1,000 yards slow fire, 48; skirmish (possible 100), 99; total, 335.

DEVELOP COALING STATION

It has been decided to abandon the project of establishing a naval coaling depot at San Diego, Cal. The depot at California City Point Cal., will be developed instead. Civil Engineer Frank T. Chambers, of the Navy, who had been ordered to San Diego, will probably be transferred to California City Point to supervise the work there. The present capacity of the latter station is 30,000 tons of coal for which there are already installed inadequate handling facilities. Ultimately, facilities for storing and handling 100,000 tons will be installed. One reason for abandoning San Diego, is that sufficient funds were not available for developing both that place and California City Point. It was decided, therefore, that it would be better to first establish adequate facilities at one place. Probably a coaling depot will be later established at San Diego.

* * * *

Boston harbor was the scene, last month, of a notable gathering of past and present flagships. The Constitution and Wabash which are permanently stationed at Boston, were flagships in the war of 1812 and the Civil war respectively. The other flagships present were the Chicago, the first flagship of the "White Squadron," the New York, Admiral Sampson's flagship in the Spanish war, the Olympia, Admiral Dewey's flagship at Manila bay and the Hartford, the flagship of Admiral Farragut.

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The annual competition for the gold medal presented by the Admiral Trenchard Section No. 73 of the Navy League for the highest scores in small arms among the apprentices at the naval training station at Newport, R. I., was won by S. C. Scott, he having made the score of 123 with rifle at 200 and 300 yards, and 76 with pistol at 12, 25 and 50 yards, a total of 445 points as against 435 points out of a possible 540 of last year's winner.

The presentation of the medal to Apprentice Seaman Scott will take place on board the Georgia, he having been transferred to sea before the competition had been completed.

* * * *

BATTLESHIP MICHIGAN FINISHED

Having in her official trials fully met the rigid requirements of the U. S. naval constructors, the new first-class battleship Michigan probably will be turned over to the government by her builders, the New York Shipbuilding Company.

This new ship, which thus far is the speediest war vessel of her class, having surpassed the record of the battleship Georgia, the present speed record holder of the fleet, will, when commissioned next month, make the 28th first-class battleship of the Navy.

Five other battleships, a sister ship of the Michigan and four others more powerful and speedier, are at present under construction, and two 26,000-ton battleships have been authorized by Congress. These, when completed, will increase the American battleship fleet to 35.

* * * *

Saturday evening, August 7th, the South Dakota Garrison No. 121, of the A. & N. U., were the hosts in the Eagles' Hall at one of the most enjoyable and entertaining smokers and receptions held in Vallejo for some time. Several members of the Henry W. Lawton Camp No. 1, Spanish American War Veterans were present, as were also members of the local Post of the G. A. R. The leading feature of the evening was the address given by Lieutenant Commander H. O. Stickney, whose presence added zest to the occasion. Chester Cook and his jolly bunch furnished the music. The event is one to be remembered and the garrison commander with the committee on the entertainment deserve praise for the earnest endeavor.

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NEW DESTROYER LAUNCHED

The torpedo boat destroyer Roe was launched at the plant of the Newport News Shipbuilding Company. The Roe is the first torpedo boat destroyer ever launched at Newport News. Her sister ship, the Terry, will go overboard some time next month. These vessels are two of six recently authorized by Congress. They are 244 feet long and designed for a speed of 30 knots an hour. They will be propelled by triple screws and driven by turbines of the Parsons type. The contract price for each is $640,000.

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WANT NEW TRIAL GROUND

The builders of the United States ship South Carolina, the Cramp Company, of Philadelphia, have asked that an exception be made in the case of that new vessel so as to have the official trial trip take place at Delaware Breakwater instead of over the usual course off Rockland, Me. The Navy Department has declined to comply with this request. The standardization course off Rockland was selected after due consideration by the experts. It possesses the depth of water considered necessary and most favorable for the determination of the questions upon which speed of new ships are based.

TO INSPECT YARDS AND DOCKS

The naval authorities are giving much attention to the work of establishment of a dock yard and naval base at Pearl Harbor, Hawaiian Islands, for they believe this will be a most important naval rendezvous in the future. Rear Admiral Richard C. Hollyday, chief of the bureau of yards and docks, has already made one trip to the islands on business connected with the project, and he will make another inspection of the place to observe the progress that has been made in the dredging of the entrance channel and on other improvements. Before returning to Washington he will also inspect the work under his bureau at the Navy Yards at Mare Island, California, and Bremerton, Washington, and at the Naval Coaling Station at California City Point, California.

* * * *

MARINE TARGET PRACTICE

General Elliot, commandant of the Marine Corps, has issued a general order to the Corps directing that more attention be paid by members of the Corps to the preliminary drills and instructions for target practice, especially as regards the setting and use of sights, the use of the gunsling and the care and preservation of the rifle. The order was based on reports that these things were being neglected at some posts. The commandant directs that systematic target instruction be held at least once a week.

"To train the soldier to shoot straight," says General Elliot, "and to properly care for his rifle is the most important part of his instruction, much more so than are the manual of arms or tactical drills, which latter will not be allowed to interfere with the necessary training for target practice."

* * * *

Boatswain John Davis of the monitor Cheyenne has been examined by a board of line officers at the Mare Island Navy Yard for promotion to the rank of ensign. He has completed the examination and expects to receive his grades from the Department within the next month.

Boatswain Davis was a coxswain during the Spanish War and was in charge of the launch that went ashore at Cienfuegos, Cuba and cut the cable. This act of bravery caused his being recommended for warrant rank.

* * * *

The estimates of the Secretary of the Navy for the next fiscal year do not include the request for an appropriation of $100,000 for beginning work on a new gun foundry at the Washington Navy Yard.

U.S.S Cheyenne
Winners of
Big race
July 4th 09.
Vallejo Yatch
Club regatta

DIVES FROM SUBMARINE

Believing that it would be possible to escape through the torpedo tubes of a submarine while the little craft was under water, Midshipman Kenneth Whiting, left the Porpoise while that vessel was under 40 feet of water in Manila bay.

Midshipman Whiting crawled into the tube. The end was closed behind him and the outside port opened. He is an expert swimmer and soon reached the surface uninjured by his experiment.

* * * *

TORPEDO BOATS AS TARGETS

When the giant battleships of the north Atlantic fleet, now lying in Hampton Roads, steam out for their deep sea drills, 30 miles off the Virginia capes, they will take two little torpedo boats, probably to be shot to pieces.

These tiny craft, the Nicholson and the O'Brien, among the oldest in the Navy, are to serve as targets toward which the massive guns of the 15 battleships are to hurl their tons of projectiles.

* * * *

REPORT ON GAS AS POWER

Important information regarding progress made in producer gas plants has been secured by the Navy Department through the report of Commander W. W. White, U. S. N., retired, and Lieutenant Commander John K. Robison, U. S. N., who were detailed by the chief of the steam engineering bureau to investigate these plants.

These officers ascertained that much progress has been made in the operation of land engines propelled by gas, as much as 1,400 horsepower being produced. As yet nothing in regard to marine engineering has been developed but the future for these engines on the sea is believed to be great. It would mean naval propulsion with an absence of smoke and an enlargement of steaming radius.

* * * *

Another triumph for compressed air as a means of saving wrecked vessels was recorded when the naval collier Nero was floated from the rocks of Brenton's Reef. Pumped clear of water and buoyed up by the compressed air it was an easy matter for the five tugs and the submarine tender Nina to ease the Nero from her impaled position.

* * * *

An explosion on the Russian submarine Bragon, in Neva river, resulted in the death of one man and the injuring of thirteen others. The accident happened during an experiment with a new benzine motor.

A DEEP SEA JOY RIDE

An automobile joy ride in the environs of Vallejo caused two men o'warsmen from the Maryland to part with a goodly number of the "iron ones" last month. The deep sea men were headed nor' nor' east against heavy winds when the accident occurred. The acting skipper was aft and gave orders to the pilot for full speed ahead just as a large derelict, in the shape of a tree, loomed up about one one-thousandth of a point off the port bow. The pilot, trained as he was to obey, gave her full steam and caused the bow of the craft to crash into the tree. The stem was badly battered and portions of the keel carried away. The only part left in good working order was the after turret which was filled with feminine visitors. A full investigation will be held.

* * * *

Secretary Meyer has written personal letters of commendation to four enlisted men of the Navy for acts of heroism. Coxswain George W. Baldwin of the United States ship Galveston, was commended for prompt and gallant action in rescuing a shipmate from drowning at Yokohama at great personal risk. Quartermaster Walter E. Garland of the United States ship Celtic, Ordinary Seaman W. J. Kern of the United States ship Montana and Boatswain's Mate John C. Erb of the United States ship ship Celtic, Ordinary Seaman W. J. Kern of the heroism in risking their lives in the rescue of shipmates who would have drowned but for their efforts.

* * * *

TO STOW SHELLS IN TURRETS

During the cruise of the battleship fleet from Hampton Roads to San Francisco last year, experiments were made on board the battleship Virginia with storing 8-inch shells in the turrets of the guns of that caliber. The method was found to be satisfactory, and it has been extended to all battleships. About one-third of the supply can be carried in this manner. The powder charges are delivered from the magazines as heretofore.

Experiments have also been made on board the battleship Louisiana with the storing of 12-inch shells in the 12-inch turrets, but the results have not been as satisfactory as in the case of the 8-inch. Tests are soon to be made with an improved pneumatic ammunition hoist which it is claimed will increase the rapidity of delivering ammunition to the turrets.

TO TEST 14-INCH GUNS

Rear Admiral Newton E. Mason, chief of ordnance of the Navy, will expend $13,000 on the Naval Proving Grounds at Indian Head to fit them for testing the new 14-inch guns now being made at the Washington Navy Yard.

Should the Navy adopt these guns the Dreadnaughts now building will have a far heavier armament than their British rivals. Ten 14-inch guns, all mounted on the center line of a battleship, would make the most formidable battery ever floated.

The army, too, is experimenting with 14-inch guns. The army guns are of two types, the ordinary cast-steel type and wire wound.

The steel for these guns has been put through a new and secret process, the discovery of a naval officer, that will give it a hardness never before equaled. With the new process, in the words of one naval officer who is in close touch with the work, "the Krupp steel will look like iron by comparison."

* * * *

The Bremerton baseball team was defeated by the crack players from the Tennessee August 14th. This gives the Tennessee two games in a series of three. Bremerton played in hard luck. A batting rally in the eighth made the sailors work hard, but the Tennessee's pitcher, Rice, was equal to the stunt and retired the Bremerton with one run behind.

* * * *

The order issued by the commanding officer of the Atlantic fleet detailing marines and bluejackets alternately for guard duty on board ship and ashore has been upheld by the department. The step was taken in order that the seamen may be efficient in all duties on ship board.

* * * *

The National Laundry Company of 3840 Eighteenth street, San Francisco, launderers for the Army transport service, Fort McDowell and the discharge camp, have entered into competition for naval laundering and bid fair to be successful. They are courteous to service men and understand exactly how service work should be done. It will pay to give this laundry a trial.

* * * *

A Swedish submarine boat, the Hvalen, has made a record of 900 miles through a choppy sea, in 72 hours. Immediately after entering port the submarine put to sea for a second trial. No mishaps occurred on either trip.

SCOUT CRUISER TRIALS

It had been the intention of the Navy Department not to conduct comparative runs with the scout cruisers Chester and Salem, equipped, respectively with Parsons and Curtis turbines. Runs were held some time ago with these vessels and the scout Birmingham, which has reciprocating engines, but they were not conclusive, owing to defects which developed in the turbines of the Salem. That vessel has been overhauled by her builders, and is now ready for further trials. The standardization and water consumption tests of the vessel will commence August 10th, after which will follow a 600-mile run at sea. It is now proposed to have the Chester accompany her.

The data secured from the trials of the Chester and Salem will be of great value in the selection of the type of engines for future battleships. Bids for the two battleships authorized at the last session of Congress will be opened on August 18th, when it doubtlessly will be found that offers have been made to install both Parsons and Curtis turbines. The naval experts hope that conclusive data as to the comparative efficiency of the two types of turbines in the scout cruisers will be available before it is necessary to award the contracts for the battleships. The proposition of equipping the vessels with a combination of both reciprocating engines and turbines, as has been done on some trans-Atlantic liners, has also been considered.

* * * *

TO INCREASE MILITIA EFFICIENCY

Congress is to be asked by the Navy Department to increase the allotment available for the equipment and instruction of the Naval Reserves, which the naval authorities are anxious to develop as a valuable ally of the regular organization. It is desired to have an organization perfected which shall place the Naval Reserves on a practical and efficient basis with due regard to the demand which may be made on the force in time of war. Although it is appreciated that it is impossible to increase the annual cruises by extension of the two weeks' voyage, it is believed that the program of work may be amplified so as to get better and more direct results.

It is proposed to increase the armament of the vessels assigned for use of the Naval Reserves. At present most of these ships carry three-pounders and six-pounders, and it is now contemplated to install four-inch guns. It is also proposed to hold competitive target practice on the annual cruises or any other occasions which may be found equally advantageous. Through establishing a competition in marksmanship it is believed by the naval authorities that substantial benefit will be derived by members of the naval militia. It is doubtful whether the entire naval program, involving competitions, can be applied to the naval militia, but it is believed that uniformity of battery on Naval Reserve ships will afford the means of competition which will be interesting to the different State organizations. The Navy Department probably will apply a part of the Naval Reserve appropriation in the present fiscal year to the augmentation of the batteries of the Naval Reserve vessels.

* * * *

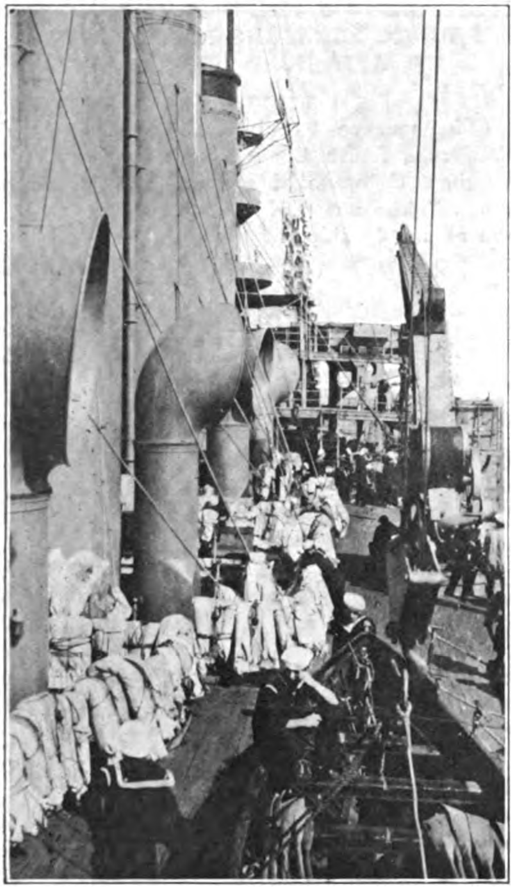
THE PEARY EXPEDITION

The Peary auxiliary expedition left St. Johns, N. F., August 3d, for West Greenland in the schooner Jeannie. This craft is a 98-ton vessel built thirty-one years ago and rebuilt nine years since in Green Bay, N. F., for this expedition. She has been equipped with an 80-horsepower oil engine, which will propel her five miles an hour. She expects to reach her destination in twenty days' steaming and return in about the same time. Her commander is Captain Samuel Bartlett, who has already headed Peary and Canadian government expeditions into the Arctic. The Jeannie's primary purpose is to carry 50 tons of coal to Etah, West Greenland, Peary's headquarters, there to land it for the use of his steamship Roosevelt on her return South.

Peary, in the Roosevelt, went North last year to seek the Pole and expected to force her into the polar basin and then dash out toward the pole in the spring, retreating South afterward, if successful. After the Jeannie has completed her work at Etah she will return to Pond's Inlet, Baffinland, where she will try to obtain a load of Arctic salmon to convey to New York for sale, thereby helping pay her expenses for this season. She carries three salmon nets and 30 tons of curing salt. Her other freight comprises the 50 tons coal for Peary, 64 barrels kerosene, 6 barrels gasoline and sundry small stores. She expects to return to St. Johns about October 1st.

* * * *

Rear Admiral R. C. Holliday, chief of the bureau of Yards and Docks, is on a tour of inspection of Western Navy Yards and stations. He will first go to Honolulu and inspect the dry dock site there with the Congressional party sent to investigate that place and will later return to inspect Mare Island and Bremerton Navy Yards. Pearl harbor will be given a thorough scrutiny by the various public men who will visit it within the next month.



Airing Bedding, U. S. S. California

OUR LETTERS HOME

It's rather hard for the recruit to get the proper nautical twang to his talk when he first goes to sea. It is equally hard to lose it after one has once become used to talking in the expressions common to the Navy. Letters home are often uncipherable and the following one from a Missouri boy as related by a Kansas City paper is a fair example:

At the navy recruiting station yesterday afternoon, J. L. Freese, quartermaster, was busily engaged in folding circulars when his work was interrupted by the entrance of a man whose gray hairs indicated he was beyond the middle years.

"Is this the place where you join the Navy?" asked the newcomer.

"It is," replied Freese, wondering if the old man had taken a belated notion to become a sailor.

"Well," continued the inquirer, "I want to ask you if you have any kind of a warship dictionary around here that will explain all these fancy expressions that the sailor fellows use?"

"I believe that Webster's Unabridged is the only thing we have in the way of dictionaries," said Freese. "What is it that you wish explained?"

"Well, it's this way: My youngest boy, Henry, took a notion about six months ago to join the Navy so he came to Kansas City and enlisted right here in this office. I expect perhaps you remember when it was. He said he was going to ask you to put him on one of those ships where he could run a pair of those big guns. I don't know why you didn't. Henry always was a good shot. He could take the old muzzle loading shotgun and roll a cotton tail every time.

"Well, now to get back to the point why I want the dictionary. He's been out on one of these training ships for quite a spell, and writes home about every two weeks and tells us all about his work. But I can't understand the language he uses. Every letter he sends is worse than the last. When he talks about 'granny's knots,' 'cock bills,' 'snorters,' 'squilgees' and such things, he might as well use Greek for all I can make out of it. Here's one of the sentences out of a letter I received yesterday. He says: 'The other day I was out on the deck using a squilgee when a scotchman came loose and broke a dog-vane.'"

"Why, that means," explained Freese, "that the other day when he was out cleaning the deck a 'scotchman,' which is a bar of iron with a ring in the end of it, broke and fell to the deck and damaged a weather gauge."

"Well," said the other, as he went out, "if that's all it means I'm going to write him and tell him that if he doesn't want all of his letters to go into the waste basket he had better write them so a man can read them without a special book of directions."

* * * *

TO MEASURE WAVE LENGTH

A puzzling question to all sea-goers, that of the lengthened height of ocean waves and how to measure them, is answered by the Navy Hydrographic Office in a recent publication.

Determination of the length of waves at sea may be obtained by direct comparison of the length of the observing vessel with the length from crest to crest of the waves over which she is riding, and when ships are sailing in company a good estimate of the length of waves may be made by comparing the known length of a neighboring ship from the distance from crest to crest of the successive waves.

Another method of measuring the length of waves consists in towing a log line astern of the vessel and noting the length of line when a buoy attached to the after end floats on the next wave crest abaft that one which the stern of the vessel momentarily rests.

Replying to an answer regarding the height of ocean waves the hydrographic office says its measurements and estimates from mariners and observers at sea indicate that the average height of all waves running in a gale in the open ocean is about twenty feet.

* * * *

A somewhat remarkable craft designed and built by Rear Admiral John A. Howell, U. S. N., retired, and his son, a New York engineer, has been exciting the interest of many visitors at Atlantic City. The craft, constructed of aluminum and more than 100 feet in length, some what resembles the lines of a fish. It is intended to run upon land or water with equal facility, and it is expected to attain a speed of sixteen miles an hour on a hard pavement and do even better in a favorable sea. The Amphibian, as the odd craft is named, has two big wheels and one smaller one to support it when it emerges from the water, the side wheels having blades which serve as paddles when it decides to take a dip. The Amphibian was taken down to the beach front near the Royal Palace Pier, August 3d, and temporarily covered itself with ignominy by becoming mired so firmly in the soft sand that its motive power failed to budge it an inch. The inventors hope it will do better later.

* * * *

George F. Bray, chief boatswain's mate, U. S. N., retired, while stopping at a hotel in Epping, N. H., received permission from the proprietor to place on the hotel a flagpole and a United States flag. On July 4th the hotel caught fire, and Bray, notwithstanding the loss of most of his clothing, papers and medals, climbed the pole amid great danger and saved the flag. His action has won the commendation of the Department. Bray is about 58 years old, and has been in the Navy since 1884.

* * * *

The U. S. S. Supply sailed from San Francisco the middle of August for Guam where she will relieve the gunboat Concord as station ship. In addition to her crew of 260 officers and men the Supply carried stores for the naval station at Guam and the marine barracks. The Concord will sail for the United States upon the arrival of the Supply and go into dry dock for repairs.

ITINERARY OF THE FIRST SQUADRON PACIFIC FLEET, FOR THE CRUISE TO ASIATIC WATERS AND RETURN

(The squadron comprises the Tennessee, California, South Dakota, Washington, West Virginia, Colorado, Maryland and Pennsylvania. The Glacier will accompany the squadron as supply ship.)

Port	Arrival 1909	Departure 1909
San Francisco, Cal.		Sept. 5
Honolulu	Sept. 11	Oct. 5
Nares Harbor, Admiralty Island	Oct. 18	Oct. 24
Manila, P. I.	Nov. 1	Dec. 1
(Ships in pairs visit Hongkong, Woosung, Kobe and Yokohama, and assemble off Yokohama, January 19, 1910):	1910	1910
Yokohama, Japan		Jan. 19
Honolulu	Feb. 1	Feb. 8
San Francisco, Cal.	Feb. 15	......

The Supply left Navy Yard, Puget Sound August 5th for Guam, via San Francisco, for duty as station ship at that place. Upon the arrival of the Supply the Concord, the present station ship, will be relieved from that duty and will proceed to the Navy Yard, Puget Sound, for repairs.

* * * *

The mail address of the vessels of the Atlantic Fleet while in the Southern drill grounds, off the capes of the Chesapeake, will be Fort Monroe, Va.

The De Long was placed out of commission at the Navy Yard, Boston, Mass., on the 7th instant.

The tug Nezinscot, bound from Portsmouth, N. H., to Boston, Mass., capsized and sank off Cape Ann August 11th.

The Enterprise, now at the Navy Yard, Boston, Mass., has been stricken from the Navy list and ordered sold.

The Maine has been ordered placed out of commission at the Navy Yard, Portsmouth, N. H.

The Alabama has been ordered placed out of commission at the Navy Yard, New York.

The Kearsarge has been ordered placed out of commission at the Navy Yard, Philadelphia, Pa.

The collier Nero, which has been aground on Brentons Reef since July 1st last, was successfully floated August 2d and taken to Newport.

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED AUGUST 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At
*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Bremerton.
**Annapolis, gunboat. 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Zamboango.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Hampton Roads.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle, torpedo boat, 175 tons; Newport.
*Birmingham, scout cruiser, 3,750 tons; Boston.
*Blakeley, torpedo boat, 175 tons; Newport.
**Buffalo, auxiliary, 6,000 tons; Honolulu.
**California, armored cruiser, 13,680 tons; Seattle.
**Callao, gunboat, 243 tons; Shanghai.
*Castine, gunboat, 1,117 tons; Newport.
*Celtic, supply ship; Provincetown.
**Charleston, cruiser, 1st class, 9,700 tons; Cruise.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cruise.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser; 3,750 tons; Navy Yard, N. Y.
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Bar Harbor, Maine.
**Cleveland, cruiser, 3d class, 3,200 tons; Cruise.
**Colorado, armored cruiser, 13,680 tons; Bremerton.
**Concord, gunboat, 1,710 tons; Guam.
*Connecticut, battleship, 16,000 tons; So. Drill Grounds.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; South Drill Grounds.
*Cumberland, sailing ship; Navy Yard, N. Y.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Newport.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; Sausalito.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class; 3,200 tons; Cruise.
*Des Moines, cruiser, 3d class, 3,200 tons; Boston.
*Dixie, transport; Newport.
*Dolphin, gunboat, 1,486 tons; Gloucester.
*Dubuque, gunboat, 1,085 tons; Guantanamo.
*Dupont, torpedo boat, 165 tons; Newport.
*Eagle, converted yacht; Annapolis.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Sausalito.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
**Galveston, cruiser, 3d class, 3,200 tons; Chefoo.
*Georgia, battleship, 14,949 tons; South Drill Grounds.
*Glacier, supply ship, 7,000 tons; Mare Island.
*Gloucester, yacht; Boston.
**Goldsborough, torpedo boat, 255 tons; Sausalito.
**Grampus, submarine; Mare Island.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,790 tons; Bar Harbor.
**Helena, gunboat, 1,392 tons; Hongkong.
*Hist, converted yacht; Portsmouth, N. H.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Bremerton.
**Hull, torpedo boat destroyer, 408 tons; Bremerton.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; South Drill Grounds.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco, Cal.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; South Drill Grounds.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; Newport News.
*Louisana, battleship, 16,000 tons; South Drill Grounds.
*Macdonough, torpedo boat destroyer, 400 tons; Newport.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
*Maine, battleship, 12,500 tons; Portsmouth.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Portsmouth.
**Maryland, armored cruiser, 13,680 tons; Seattle.
*Mayflower, converted yacht; Boston.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Jolo.

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*Mississippi, battleship, 13,000 tons; South Drill Grounds.
*Missouri, battleship, 12,500 tons; Boston.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Provincetown.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Newport.
*Morris, torpedo boat, 105 tons; Sag Harbor.
Nanshan, gunboat; Tientsin.
*Nebraska, battleship, 14,949 tons; South Drill Grounds.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; South Drill Grounds.
*New Jersey, battleship, 14,948 tons; South Drill Grounds.
*New York, cruiser, 8,150 tons; Provincetown.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Provincetown.
*Octopus, submarine; Newport.
*Ohio, battleship, 12,500 tons; South Drill Grounds.
*Olympia, cruiser, 2d class, 7,865 tons; Bar Harbor, Maine.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Puerto Cortez.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Hampton Roads.
*Paul Jones, torpedo boat destroyer, 482 tons; Bremerton.
**Pennsylvania, armored cruiser, 13,680 tons; Bremerton.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Bremerton.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Mare Island.
*Plunger, submarine; Newport.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Newport.
*Prairie, auxiliary, 6,620 tons; Philadelphia.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
**Rainbow, auxiliary, 4,360 tons; Hongkong.
*Relief, hospital ship, 3,300 tons; Olongapo.
*Rhode Island, battleship, 14,948 tons; South Drill Grounds.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; East Lamoine, Mo.
*Samar, gunboat, 243 tons; Canton.
*Scorpion, converted yacht; Constantinople.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.
*Shubrick, torpedo boat, 200 tons; Newport.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; Seattle.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
**St. Louis, cruiser, 1st class, 9,700 tons; San Francisco.
*Stockton, torpedo boat, 200 tons; Newport.
*Stringham, torpedo boat, 340 tons; Charleston.
**Supply, supply ship, 4,460 tons; Honolulu.
*Sylph, converted yacht, 152 tons; Beverly, Mass.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Tacoma, cruiser, 3d class, 3,200 tons; Bluefield.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Newport.
**Tennessee, armored cruiser, 14,500 tons; Bremerton.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Tingley, torpedo boat, 165 tons; Newport.
*Thornton, torpedo boat, 200 tons; Newport.
*Tonopah, monitor, 3,225 tons; Bar Harbor.
**Truxtun, torpedo boat destroyer, 433 tons; Bremerton.
*Vermont, battleship, 16,000 tons; South Drill Grounds.
*Vicksburg, gunboat, 1,014 tons; Corinto.
**Villalobos, gunboat, 370 tons; Cruise up Yangtze.

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- *Vixen, yacht, 806 tons; Camden, N. J.
- Wabash, receiving ship; Boston.
- **Washington, armored cruiser, 14,500 tons; Bremerton.
- *Wasp, converted yacht; New York.
- **West Virginia, armored cruiser, 13,680 tons; Seattle.
- **Whipple, torpedo boat destroyer, 433 tons; Bremerton.
- *Wilkes, torpedo boat, 165 tons; Newport.
- **Wilmington, gunboat, 1,392 tons; Shanghai.
- *Winslow, torpedo boat, 142 tons; Bradford, R. I.
- *Wisconsin, battleship, 11,552 tons; South Drill Grounds.
- Wolverine, gunboat, 685 tons; Bay City.
- *Worden, torpedo boat destroyer, 433 tons; Newport.
- Yankee, auxiliary, 6,225 tons; Newport.
- *Yankton, converted yacht; Boston.
- **Yorktown, gunboat, 1,710 tons; Seattle.

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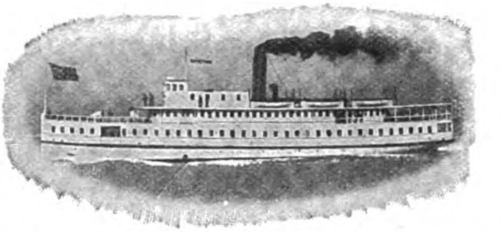

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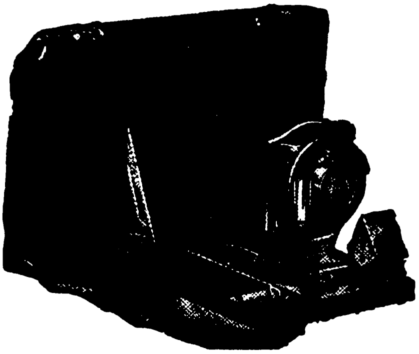

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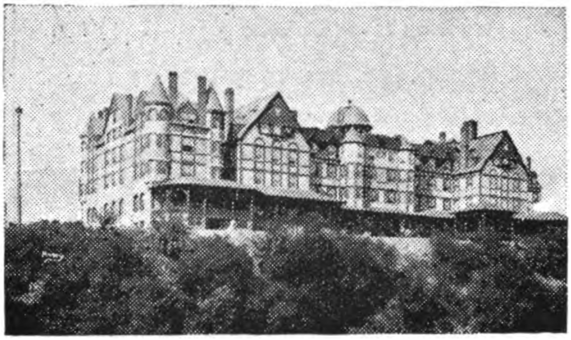

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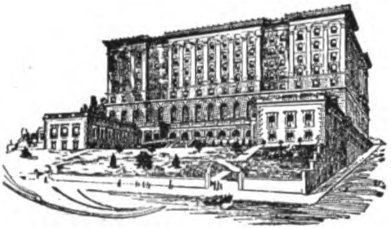

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Vol. III OCTOBER, 1909 No. 6

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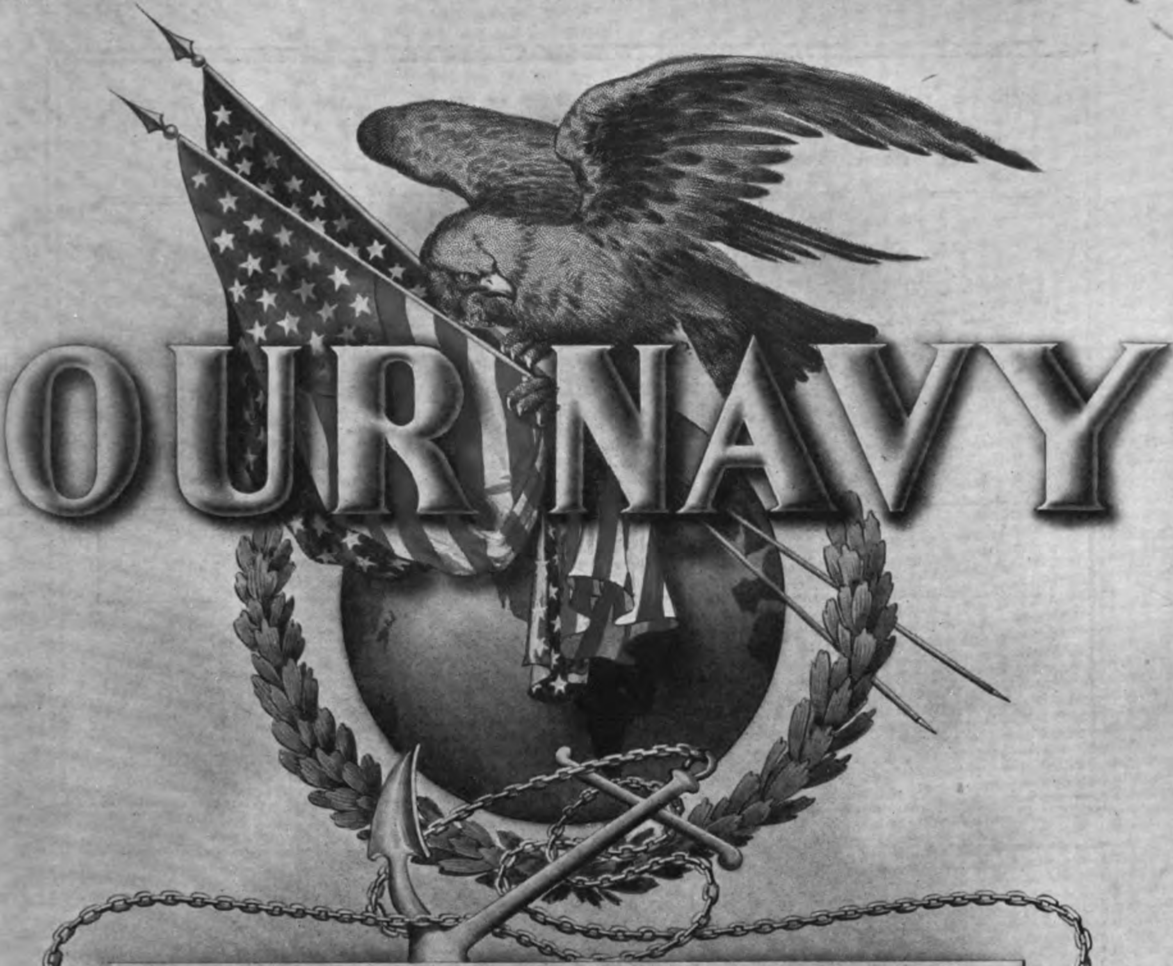

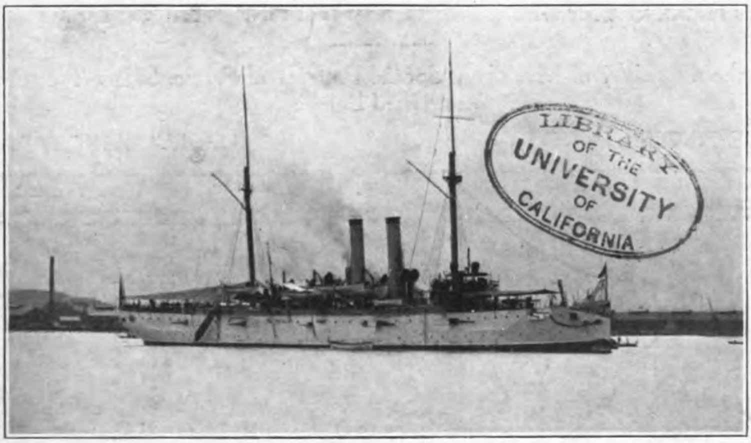

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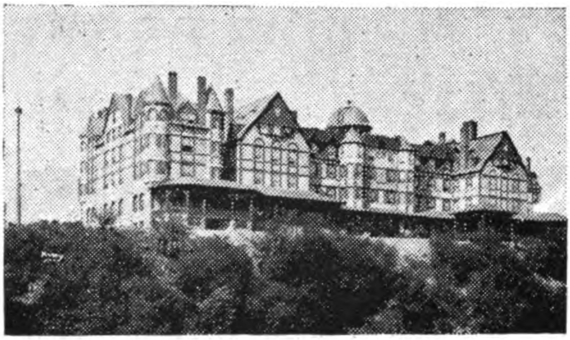

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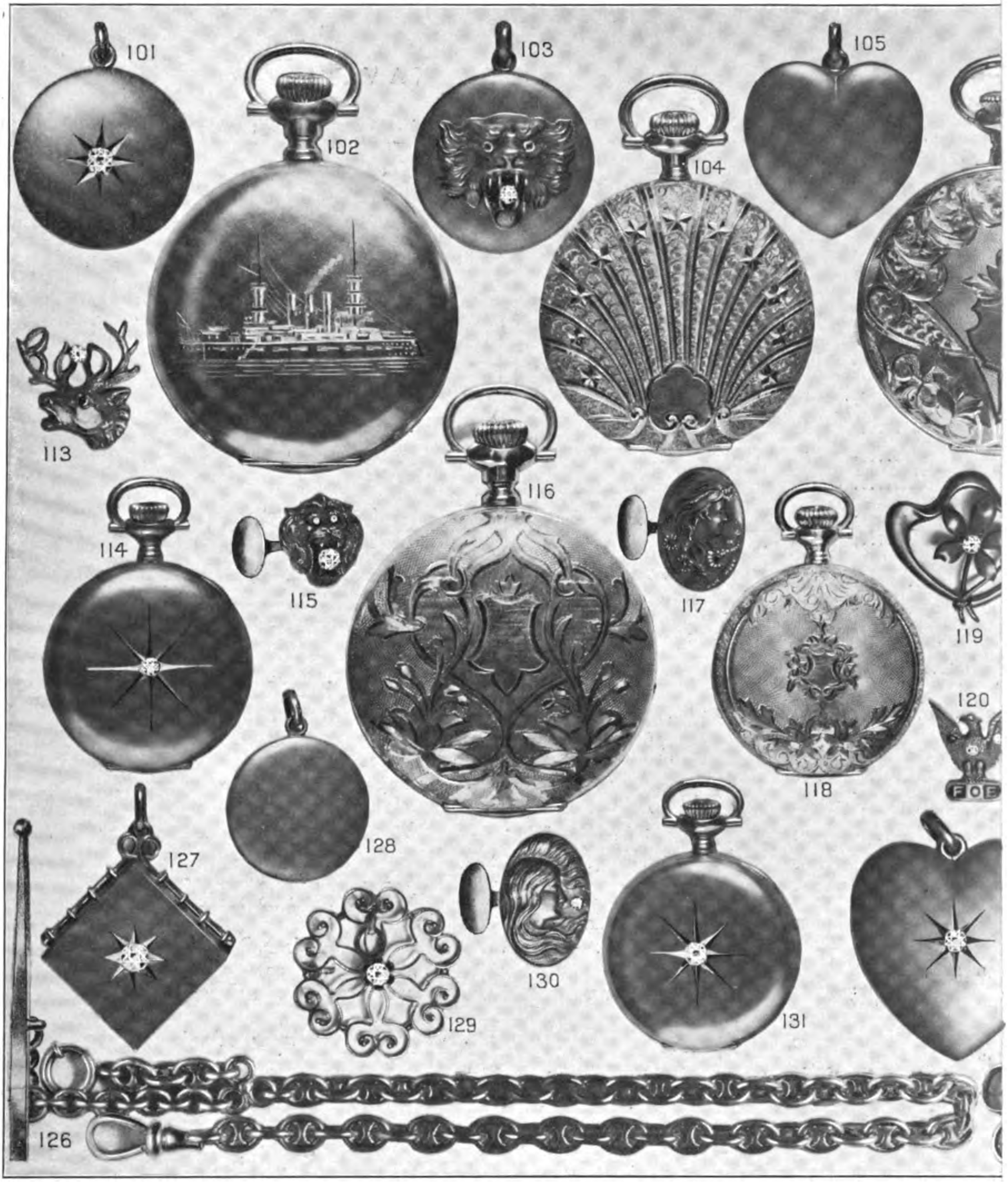

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119	Genuine Diamond Gold with Pear	

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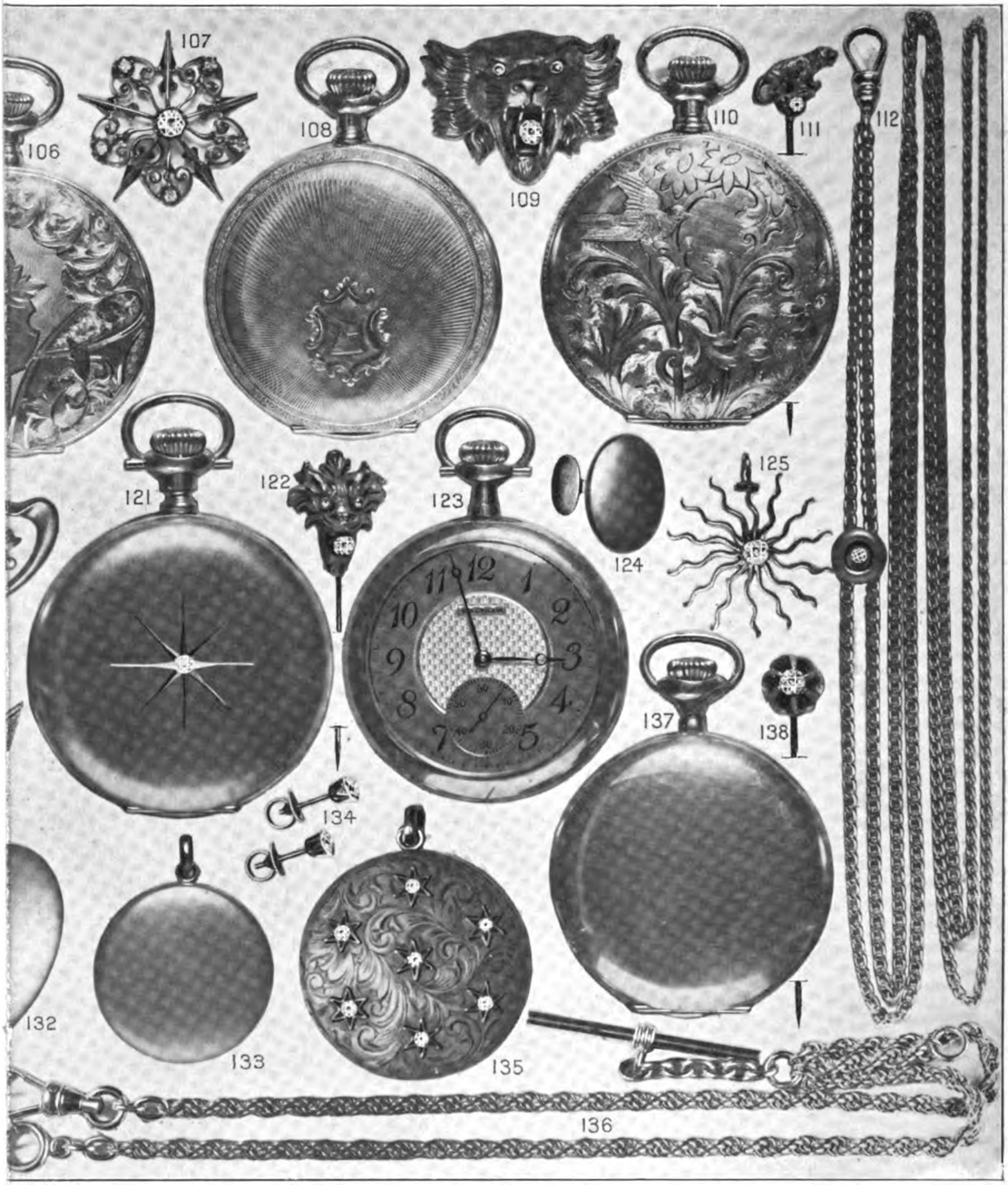

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130	Solid Gold Cuff Buttons, Genuine Diamonds	**20 00**
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132	Genuine Diamond, Solid Gold Heart Locket	**35 00**
133	Solid Gold Locket................	**10 00**
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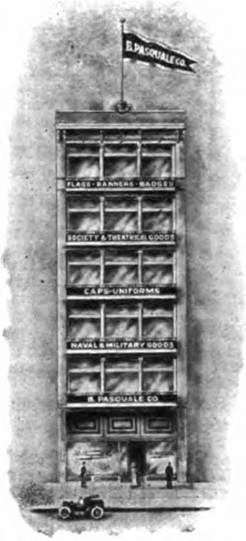

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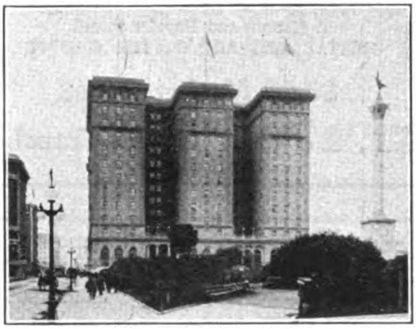

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(for San Francisco)
Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

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7:00 A. M.	Daily except Sunday
8:00 A. M.	Daily
4:35 P. M.	Daily except Sunday

FOR FRANKLIN ST., OAKLAND
Steam Launch

9:00 A. M.	Saturdays only

LEAVES OAKLAND MOLE
(for Station)
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7:20 A. M.	Daily except Sunday
8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

LEAVES FRANKLIN STREET, OAKLAND.
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§ On Saturdays trips marked thus made by Tug Vigilant.
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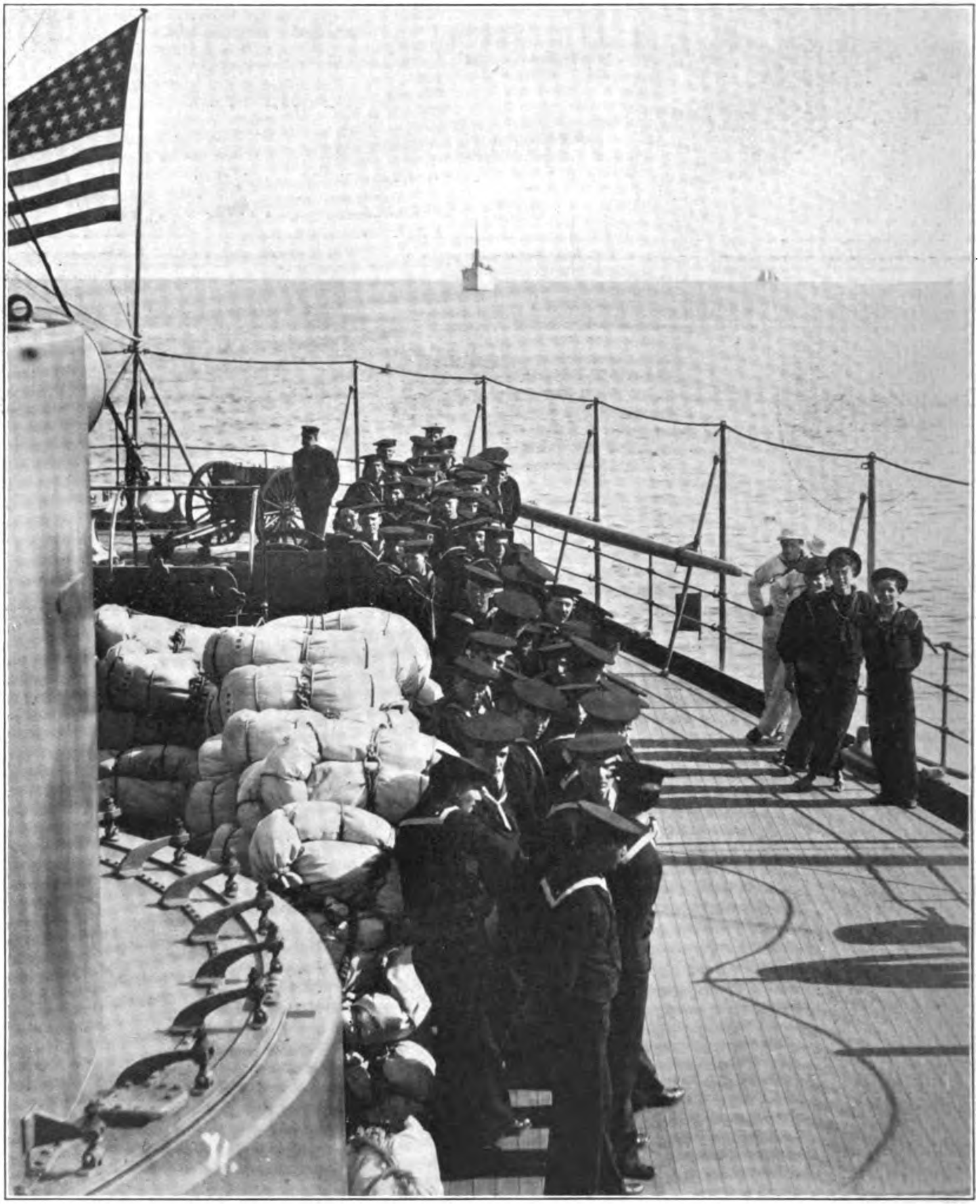

Just Arrived from the Training Station **Pitkin photo**

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III OCTOBER, 1909 No. 6.

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ENTIRE SERVICE

THE NEW 14-INCH RIFLE

The new 14-inch gun soon to be officially tested, will be the largest and most powerful naval weapon in the world. The gun itself will weigh 63.3 tons, or ten tons more than the 12-inch guns of forty-five caliber length that have been built for the battleships North Dakota and Delaware. The new gun will be about six tons heavier than the latest type of fifty caliber 2-inch guns intended for the Arkansas and Wyoming. Its total length will be 53½ feet, or three feet longer than the latest 12-inch gun. The capacity of the chamber of the new gun will be 15.843 cubic inches, this being the compartment in which there will be placed the charge of 365 pounds of smokeless powder, which it is estimated will be required to discharge the powerful new projectile, weighing fourteen hundred pounds, which the big gun will fire. The weight of the projectiles now used in the big 12-inch guns of the American Navy is 870 pounds. After it is fired the shell will travel a distance of 542 inches within the bore of the gun. There the grooved rifling of the gun will impart a rotating motion, which will make the shell spin around rapidly, on its flight through the air and prevent the huge projectile from turning on end and losing its force.

This new 14-inch gun will have an extreme range of over 25 miles, although the range at which it would fire in actual battle would be about 9,000 yards, or five miles. The 1,400-pound shell from this new gun will leave the muzzle of the weapon at a rate of 2,600 feet per second of time, and its muzzle energy will be 65,606-foot tons. This is about 13,000 more foot tons of muzzle energy than that designed for the latest 12-inch guns, and about 22,000-foot tons more of muzzle energy than that of the forty-five caliber 12-inch guns now in actual service on the target grounds. So great is the penetrative power of this new 1,400-pound shell when fired with the full load of 365 pounds of powder from the new 14-inch gun that the projectile will be able to penetrate 22.7 inches of the latest Krupp steel armor at the muzzle. This would be equivalent to a penetration of not less than 25 inches of Harvey nickel steel at the muzzle.

But this does not measure the full power of the gun for naval purposes, the muzzle penetration being merely a proving ground factor, for after the shot hurled from the 14-inch gun has traveled a distance of 3,000 yards it will still have a remaining velocity of 2,234 feet a second, which would enable it to pierce at that distance a thickness of 18.7 inches of Krupp steel armor. After it has traveled 6,000 yards, or 3,000 yards distant, the shell will have a remaining velocity of 1,909 feet a second, giving it, at that range, a penetration of 18.7 inches of Krupp steel. At the battle range of 9,000 yards the projectile would have a remaining velocity of 1,629 feet a second, enabling it to penetrate 12½ inches of the latest Krupp steel armor plating. These penetrations would be made a normal impact at actual service velocities and the projectile used would be an armor-piercing shell.

* * * *

DUNGAREE DOPE

By Alfred Bennett

"I like my Bliss-Leavitt, but O, you Whitehead!" So said six chief gunner's mates, and their mates, on as many destroyers a few days ago in Puget Sound, when the new Whitehead torpedoes were tried out.

The torpedo men are jubilant, for—like a nigger crap-shooter with the left hind foot of a North Carolina rabbit, killed in a South Carolina graveyard at midnight, by a red-headed pickaninny—they "can't lose." The new Whitehead refuses to miss. He smells a torpedo net at 2,000 yards and runs at a speed of 37 knots as straight as the most exacting umpire afloat could desire.

With a fighting range of 4,000 yards, a greater speed, unfailing accuracy, and perfect in every part the new torpedo is vastly superior to the old and marks the beginning of a new period in torpedo work.

Some months ago, the yellow press throughout the country went into hysterics over the announcement that an Oriental power had purchased all the Whitehead torpedoes on the market, paying the enormous sum of five million dollars for the same. From recent developments in Puget Sound however, she might as well have sent a ship to San Pedro and laid in a five million dollar supply of a yellow, citrus fruit.

The "Dungaree Navy" which has been a rather obscure branch of the service, is now rapidly climbing into the limelight. People everywhere are beginning to realize the value of "Concentrated Bunches of Trouble," and there are always crowds to see the little black "Hard Hitters." Sinister and dark as a flock of evil thoughts, a flotilla swarms into port bristling with frowning muzzles, enveloped in clouds of smoke, and making the speed and foam of a maddened whale.

For a few days they lay, bobbing up and down with every greasy swell, and then up and away, like a flock of buzzards on a strong scent. Single column, disperse and attack—the "Flying Wedge"—they execute with marvelous rapidity and ease; bowling along at a 24-knot clip.

The little craft are not without their share of the inevitable accidents, and red-blooded men in dungarees, are never found wanting in an emergency.

When a boiler tube exploded on the destroyer Hull, and scalded five men—the rescuing party, dashing below found the victims—not blindly grouping for an escape or writhing in pain—but raking fires! Sticking to their posts to a man—even the gallant fireman, King, who died of his burns, they found with a slice-bar, working like a Trojan with the cooked flakes of skin dropping from his limbs.

* * * *

NAVY PHOTOGRAPHERS

If the photographs snapped by the men of the United States Navy, in all of the out-of-the-way corners of the globe, as well as its most concentrated and populous centers, could be gathered into a single volume, it would be priceless.

A perusal of George Sterling's "Wine of Wizardry," only gives a faint conception of the variety and significance of the things which sailormen have seen. The tourist, with his camera and limited excursion ticket, snaps only what he may catch between boats, and their pictures are most always the same, while the sailor, stationed in foreign waters, may lay for a good thing.

And it is not in foreign lands alone, that good photos are obtained. H. H. Beckner, a machinist mate of the U. S. S. Hull, was awarded a first cash prize of $460 at the Alaska-Yukon-Pacific Exposition for a series of five post card pictures of the loading and firing of a Whitehead torpedo.

Two of this series appeared in the July number of Our Navy, to illustrate an article on the "Dungaree Navy," by A. E. Bennett. Beckner does his own developing and printing, and has received flattering offers for his services when he returns to civil life.

A sailor's photograph album may show a Chinese criminal having his head chopped off; a young girl at a roulette table in the Monte Carlo Casino, or a picture of his little brother at home riding a donkey.

Moving picture machines will soon be allowed to depict the bluejacket at his gun, the daily life aboard ship, and best of all, the great guns at work. Imagine the sensations of an inland lubber in the moving picture show, watching a 20,000-ton ship bearing down upon him, firing salvo after salvo from her terrible batteries.

WITH THE FLEETS

The Pacific Fleet

The first squadron of the Pacific fleet sailed from San Francisco harbor September 6th for a five months' cruise in Oriental waters. The squadron is composed of the Tennessee, West Virginia, Pennsylvania, Colorado, California, South Dakota, Washington and Maryland.

The ships arrived in Honolulu, the first stop, on September 10th.

In the effort to establish the shortest time in which the fleet could cross the Pacific and test the speed and steaming capacity of the cruiser, which is part of the object of the cruise, the Tennessee, Admiral Sebree's flagship, broke all records on this ocean by making the trip from San Francisco to Honolulu in 4 days and 17 hours.

During a burst of speed a steampipe burst aboard the Colorado, scalding to death two men in the coal bunkers. The dead are L. M. Lepetsky, an ordinary seaman, and C. P. McDermott, a coal passer.

The Colorado and West Virginia could not keep up with the 18-knot pace set by the flagship soon after passing through the Golden Gate.

Steaming under forced draft part of the time, weak points in the machinery of the two cruisers soon developed. Leaky tubes in three of the boilers greatly reduced the speed of the Colorado even before the accident occurred on that vessel. The breaking of the piston ring on the port high pressure cylinder made it necessary for the West Virginia to fall out and stop for repairs.

The cruiser then made a splendid spirt, cutting through the water at 19½ knots for twenty-four hours, and succeeded in catching up with the rest of the fleet. The work of feeding the furnaces to keep steam in the boilers at a pressure that made this speed possible proved too much for the crew, however, and the cruiser was compelled to drop behind.

During the stay at Honolulu, several full power trials will be held as a part of the tactical maneuvers.

The vessels will leave Honolulu October 5th, for Nares Harbor, Admiralty Island, at a speed of twelve and one-half knots, arriving at the latter place by about October 18th. They will leave October 24th, at a speed of eighteen knots, for Manila, at which place they should arrive by November 1st.

During the stay in the Philippine waters, battle practice will be held, both by day and night, in Manila Bay. Calibration practice and day battle practice will also be held off Olongapo. The work will require about twenty-five days, and the vessels will be ready to leave for Chinese and Japanese ports by December 1st. The ports of Woosung and Hongkong, China, and Yokohama and Kobe, Japan, will be visited not more than two ships being in one port at a time, and each pair of ships visiting one Chinese and one Japanese port.

The squadron will assemble off Yokohama on January 19th, and sail for Honolulu, at a speed of twelve and one-half knots, arriving about February 1st, and leaving February 18th, so as to arrive in San Francisco on February 25th.

Owing to a peculiar incident the flagship of Rear Admiral Sebree, the Tennessee, was the last to depart from San Francisco.

When the flagship weighed anchor the fluke of one of her hooks brought up a portion of chain to which was attached a heavy anchor. Already under steam, the Tennessee continued at the head of the squadron, while the strange anchor was buckled up out of harms way with tackle.

Until Alcatraz Island was passed the flagship continued at the head of the column, but here a drop in the speed and the breaking out of signals along the line told that the Tennessee was signaling the other cruisers that she would drop out of formation until her peculiar find was safely gotten aboard.

While the other cruisers continued on through the Straits in an unbroken line, steaming at the regulation distance of 400 yards apart, the Tennessee drew off a few points, slackened speed and finally stopped. Mechanics worked for nearly half an hour on the anchor before it was released from the Tennessee's starboard hook and shipped. The anchor and chain picked up by the flagship is probably worth in the neighborhood of $500.

Atlantic Fleet

Victory in the record target practice of the Atlantic fleet off the Virginia Capes seems about to perch on the skeleton masts of the Louisiana. This ship has made excellent scores in its firing with all calibers that it promises to carry off the palm in the gun pointers' competition at short range, aiming at a moving target in rough water. The New Hampshire, however, is so close upon the Louisiana that their positions may be reversed by the results of the torpedo firing yet to come.

The plans arranged for the Atlantic fleet, after completion of target practice off the Virginia Capes, contemplate that the vessels shall be at New York by September 23d to participate in the Hudson-Fulton celebration.

They will proceed on October 4th to Navy Yards for docking and overhauling, and for completion of alterations which were not finished prior to the rendezvous for the maneuvers in Massachusetts Bay. The vessels will leave the Navy Yards by November 29th and rendezvous in Hampton Roads on December 1st. The three weeks following that date will be devoted to tactical and other exercises at sea, with Hampton Roads as headquarters, to which place the vessels will return each week on Saturday, and where they will remain until Monday. The vessels will be in Hampton Roads on December 22d, for liberty and leave during the Christmas period, and on January 5th the fleet will leave for Guantanamo, Cuba, for drills.

The armored cruisers North Carolina, New York, and Montana, and the scout cruisers Salem, Chester and Birmingham have been directed by the Navy Department to join the North Atlantic fleet, under Rear Admiral Schroeder, in time to attend the Hudson-Fulton celebration next month.

The armored cruiser squadron consisting of the New York, Montana and North Carolina have been ordered to New Orleans to receive President Taft at that city after he makes his trip down the Mississippi on the torpedo boat squadron.

The Asiatic Fleet

The Charleston in company with the Galveston, Denver, and Chattanooga are in Hongkong. The squadron will assemble at Manila in time to receive the first squadron on its Asiatic cruise.

The following squadron order has been issued:

The new general signal book and tactical signal book will go into effect on the Asiatic station on August 15, 1909, on which date all old copies of the general signal book and "Cipher A," tactical signal book, on board vessels of the third squadron and at naval stations will be destroyed by burning, and the fact, together with the registered numbers of the books so destroyed, will be reported to the bureau of navigation.

* * * *

RAINBOW DISABLED

The U. S. S. Rainbow, of the Asiatic squadron, floating helpless with her machinery disabled in the China Sea, off Pedro Blanco, nearly 200 miles from Hongkong, was picked up August 12th by the Blue Funnel line steamer Antilochus. Three typhoons were reported in the China Sea, and the Rainbow signaled the Antilochus, asking to be taken in tow. The signals were answered, and the Antilochus put lines aboard the Rainbow, and she was towed safely to Hongkong, China. No arrangement was made with regard to salvage, this being left to the United States Government and Lloyds. The machinery of the Rainbow was disabled, it is reported, on account of a boiler accident.

* * * *

PANAMA PAYS INDEMNITY

Through the State Department, Acting Secretary of the Navy Winthrop, has received $14,000 from the Panama Government, paid by it as money reparation in the cases involving the maltreatment of American naval officers and seamen at the hands of the police of that republic.

Of this amount $5,000 is indemnity for what is known as the cruiser Columbia incident, when several officers in uniform were arrested, locked up and roughly handled in Colon on June 1, 1906. The assault, it is declared, was entirely unprovoked.

An indemnity of $8,000 will be paid to the relatives of Charles Rand, a boatswain mate on the cruiser Buffalo, who was killed in Panama in September, 1908, and $1,000 will be given to the relatives of Joseph Cieslik, a sailor of the same vessel, who was stabbed at the time and killed.

* * * *

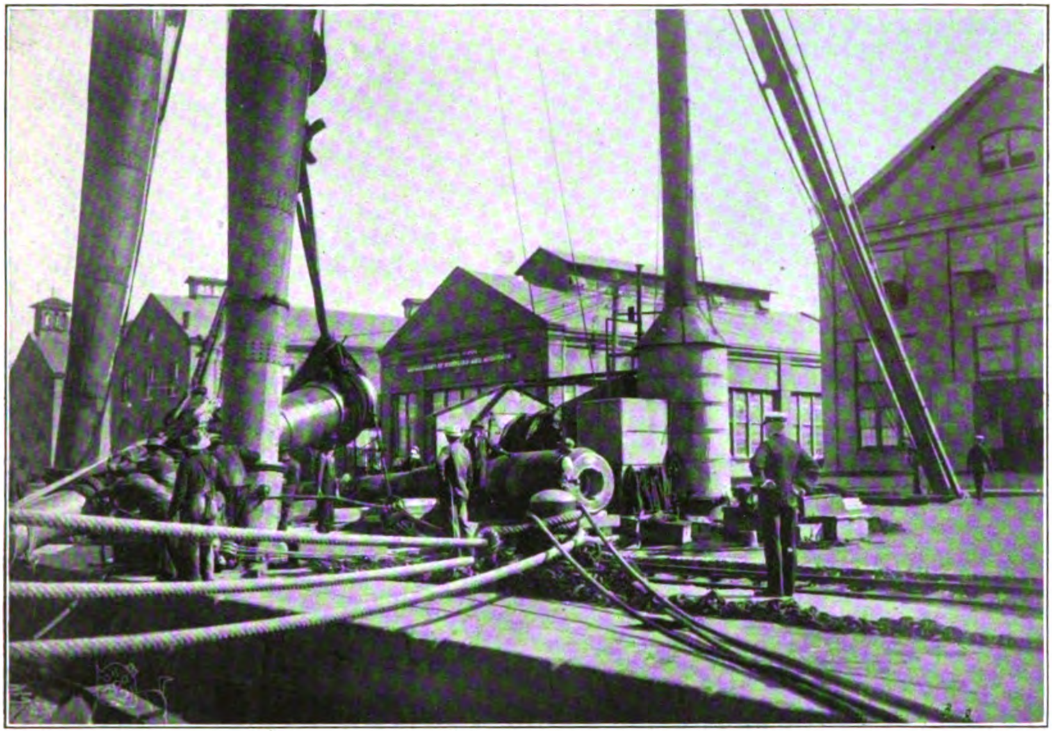
TURBINES FOR NEW SHIPS

The Navy Department will likely adhere to its determination to install Parsons' turbines as propelling engines in the 26,000-ton battleships Arkansas and Wyoming. However, much pressure has been brought to bear on the Department in an effort to get other types of turbines authorized.

Nevertheless, the Department is carefully considering the proposition, embodied in one of the bids, to install a combination of turbines and reciprocating engines. This arrangement has never been used in naval vessels, but a commercial vessel plying between Liverpool and Montreal has engines of these types combined. Commander H. P. Norton and Lieutenant John Halligan, Jr., representing the bureau of steam engineering, are now making a trip on the vessel for the purpose of observing the operation of the engines, and their report will, of course, be used in arriving at a decision as to what bids shall be accepted.

* * * *

We are in receipt of the fine new catalogue of the Alexandra Jewelry Company which is sure a beauty and we believe it to be the finest thing in the line that has ever fallen into our hands.



Swinging a 12 inch rifle, Navy Yard, Mare Island, Cal. Barker photo

AMERICA HAS BEST GUNNERS

"Give us first shot and no nation in the world could withstand our fire," said an officer after the battle practice of the Atlantic fleet.

But we don't need the first shot as a gift. With an equal chance we are egotistical enough to think we would get the first shot. Maybe not the first gun fired would be from our fleet but the first serious hit would be ours.

Many service men and very few outsiders know just how the American gunners stand in relation to gunners of other navies. The statistics are really surprising. In the English Navy, our closest rivals, many a man who would have no show in this service would qualify as gun pointer. France and the other countries of southern Europe are notoriously bad shots.

It has been demonstrated that the Yankee is best behind the gun. He is cooler for one thing. He is quicker for a second and thirdly he is not a mere automatic spring to fire the gun, but a living, breathing, thinking man.

Ten years ago American gunners were making about half as many hits as they do now. Even then they made more than ten times the number of hits a foreign foe did in actual battle. A fleet like Spain's would hardly cause our battleship fleet to get up steam nowadays. The cruiser squadron would be able to handle such foemen easily.

* * * *

WHO IS AFRAID?

Is the Albany race boat crew afraid of the husky oar pullers of the St. Louis, or have the St. Louis representatives taken refuge under the white rag? Both deny that they are 'skeered' of the other. But still there has been no race.

Santa Monica was chosen as the place for the contest to be held, according to the Albany. Both ships were there to attend a celebration. The St. Louis arrived first and the Albany claims she didn't play much like a shipmate. The specific charges the Albany makes is that the gallant St. Louisans 'spiked' the shore boat men to charge $1.50 to visit the Albany and only 50 cents to the St. Louis. Further than this the Albany says the St. Louis agreed to race over a certain course and then when the Albany's crew arrived, the larger cruiser calmly announced that she was having divisional races for the benefit of Santa Monica's fair sex and further stated that no race between the two ships would be pulled that day.

Both ships are to be in San Francisco Bay during the San Francisco Portola festival week. Then it is expected the deferred race will be held.

THE SURVIVORS OF THE U. S. S. BENNINGTON

It is with pleasure that OUR NAVY publishes this year's list of the survivors of the explosion of the U. S. S. Bennington. The secretary of the association writes us that some of the members have been in doubt as to the advisability of continuing the association, owing to the lack of funds with which to publish the list, and also because of so many failing to give an account of themselves.

To us this seems insufficient to cause uneasiness over the outcome of our association. As OUR NAVY will gladly publish the list at no expense yearly, and those who do take an interest will notice the names of the neglectful ones and inform either OUR NAVY or the secretary. It is the duty of every member into whose hands this magazine falls to write immediately should he know the address of any of those listed as unknown, and also the duty of every man whose name so appears to inform us of his address immediately.

THREE OAKS, MICH., Sept. 18, 1909.

Dear Shipmates: The above report is correct as far as it is in my power to make it so. I regret there are so many who do not report. All those who reported seem to be very anxious that we keep up our society. I did not have list printed in circular form because Mr. Shepherd offered his service, thereby saving expense of printing, and I hope all will be pleased to receive report in that form.

Trusting that another year the list may be more complete, I am,

Yours very truly,
F. J. SCHOPBACH,
Secretary.

The Fourth Annual Directory of the Surviving Bennington Crew

Golson Young, 930 Franklin street, San Francisco.

James A. Connor, 4617 Newhall street, Germantown, Pa.

C. E. Aley, U. S. S. South Dakota, San Francisco.

N. M. Kullander, U. S. S. Yorktown, Seattle, Wash.

P. Ludwig, Anchor, Oregon.

H. E. Hise, U. S. S. Helena, China.

C. Miller, C. M. A., U. S. S. Charleston, San Francisco.

J. J. Clansey, U. S. S. Wisconsin, San Francisco.

Edward Boers, 504 Fairfield avenue, Bellevue, Ky.

Emil G. Hopp, 202 John street, Seattle, Wash.

G. D. Griffen, Springfield, Vermont.

F. E. Hill, Brownsberg, Indiana.

O. D. Schmidt, Box 168 Blair, Nebraska.

Charles Gronan, 38 Danzig, Franengasse, Germany.

Lewis Boyens, 707 South May street, Chicago.

J. A. Cole, Pratt, Kansas.

E. B. Perry, Y. M. C. A. Club, Vallejo, Cal.

Chas. R. Miller, 321 Capitol street, Vallejo, Cal.

R. E. Winton, 321 Capitol st., Vallejo, Cal.

J. H. Tuspin, U. S. S. South Dakota, San Francisco.

J. S. Fitzgerald, U. S. S. Maryland, San Francisco.

O. R. Diedrich, 1015 Dexter st., Lorain, O.

A. G. Renn, U. S. N. S., Island of Guam.

A. J. Knoblock, 254 Edgewood avenue, San Francisco.

Frank J. Hala, 4329 Martin avenue, Cleveland, O.

C. C. Wellborn, Temple, Texas.

Cornilius Van Epen, Broderick, Yolo county, Cal.

W. H. Elser, 920 W. Fourth street, Los Angeles, Cal.

Paul Grabach, 432 Manzanita ave., Woodlawn, Ore.

Wm. Lennox, 655 Larned st., Detroit, Mich.

E. Frederickson, U. S. S. Wisconsin, San Francisco.

R. C. Shepherd, Editor OUR NAVY, Naval Training Station, San Francisco.

D. Shire, Truck Co. No. 1, D. F. D., Denver, Colo.

R. E. Davis, 170 Eighth st., Seattle, Wash.

Oscar Nelson, Columbia Heights, Minn.

F. E. Dunklee (Glover) Wireless Station, Farallone Islands, Cal.

W. Shacklett, Delaplane, Va.

D. Sullivan, U. S. S. Pensacola, San Francisco.

A. J. Anderson, 1708 South Washington st., Denver, Colo.

D. R. McClintock, Siam, San Bernardino county, Cal.

W. D. Perkins, 237 Colorado street, Butte, Mont.

Emory Starkweather, Butte, Mont.

C. H. Buskirk, U. S. S. Vermont.

F. H. Taylor, U. S. S. Pensacola.

G. C. Watkins, Strawn, Texas, care Mrs. N. E. Watkins.

B. K. Seavey, Colorado City, Colo.

H. E. Barr, Box 197 Lindsay, Cal.

C. G. Wheeler, U. S. S. Maryland, San Francisco.

L. K. Strobel, Los Angeles, Cal.

K. O. Gaarder, 19b East Platinum street, Butte, Mont.

F. A. Babcock, 56 East Broadway, Butte, Mont.

L. G. Major, 445 South Workman st., Los Angeles, Cal.

Clarence Barchus, Box 593 Sheridan, Wyo.

A. A. Ingersoll, 3131 Fourth ave., Denver, Colo.

G. F. Smith, Pence, Kansas.

G. C. Webb, Box 69 Apex, Colorado.

W. C. Baker, Bremerton, Wash.

B. E. Bodwell, 2323 Devenport street, Omaha, Neb.

Ralph Crippen, 2106 Parker avenue, Indianapolis, Ind.

Geo. H. Cox, 906 E street, San Diego, Cal.

G. F. Brock, U. S. S. Albany.

C. G. Wheeler, U. S. S. Milwaukee, San Francisco.

The following is a list of those who did not report, or of whom I could get no trace.

Allen, J. C.
Armstrong, S.
Bell, M.
Benidect
Bunger, B. C.
Bruce, F. Z.
Burgoyne, F.
Bushnell, M. A.
Bigby, R.
Berg, A.
Cronan, W.
Connell, F. R.
Croghan, R. B.
Dean, H. E.
Eckrem, S.
Ferguson, J. W.
Foster, L. M:
Farrell, W.
Furrey, E. J.
Flenor, R. J.
Fohl, W. E.
Grbitch, R.
Gibson
Hanson, B.
Harris, S.
Holley, W. A.
Heckendorn, J.
Hellings
Harkie, M. H.
Hoffrenter, W.
Holley, W. A.
Karlberg, A. J.
Kimball, H. A.
Konba, J.
Lester, J.
Lentz, J. N.
Milen, J. E.
Montgomery, E. E.
Martin, W.
Matthews, J.
Milan
McManny, J.
Mumpher, C. A.
Nediver
Oakes, E.
O'Hanlon, J.
Parfet
Perkins, W.
Putsche, P.
Quinn, R.
Roth, W. G.
Robinson, H. E.
Shwely, F. C.
Scholtz, C.
Seavey, B. K.
Schuster, W.
Smith, F. Z.
Strang, P.
Stinner, S.
Torikol, J.
Tolley, F. F.
Weiler, W. J.
Wilson, A. J.
Wetsell, W.
Worthen, A. Z.

* * * *

When was grog first introduced into the Navy? When the Kangaroo went into the Ark with hops, and they had bruin there.

NEW MOTIVE POWER

The Navy Department has practically decided to try a brand new experiment in connection with the motive power of one of the new 25,000-ton battleships. One of these vessels will be equipped with all turbines and the other with a combination of turbines and reciprocating engines. No warship is now equipped with this combination. It is not expected that the use of both types of motive power will give additional speed. It is proposed in the interest of economy.

Turbines can only be operated economically while the ship is running at top speed. This is considered one of the greatest drawbacks in the scheme of turbine equipment. By providing one of the battleships with turbines and reciprocating engines great economy in coal consumption will be attained. The ship will be run by reciprocating engines, while proceeding at low speed, when there will be a minimum consumption of fuel.

Another experiment is under consideration by the Department. It proposes a combination of reciprocating engine and electric motor in a warship. This is something no naval power has heretofore attempted. This proposition was submitted by the Fore River Engine Company in connection with its bid for one of the two battleships. It is argued in favor of it that it would result in great economy in operation. The Department is so favorably impressed with the idea that serious consideration is being given to installing this type of motive power in one of the smaller cruisers.

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STUDY EXPLOSIVE GAS

The engineering experts of the Navy have been giving consideration to the availability of explosive engines supplied with gas from producer gas plants for the propulsion of naval vessels. Commander W. W. White, retired, and Lieutenant Commander John K. Robison, attached to the bureau of steam engineering, recently inspected a number of such plants on shore and rendered a report of their observations. While this principle is in its experimental stage, so far as it may be applied to the propulsion of warships, it is appreciated that there will probably be much in the system in the future, when steam boilers will be abandoned. This would mean a revolution in naval propulsion, with an absence of smoke, reduction in weight of machinery, a corresponding opportunity to increase the battery, and an enlargement of the distance that could be traversed with the maximum amount of fuel on board.

MARINE CAMPAIGN BADGES

By authority of the President, a service badge with ribbon will be issued to officers and enlisted men who are in the United States Marine Corps on the date of this order, or at any time thereafter, and who as officers or enlisted men of the Marine Corps served in Cuba with the Army of Pacification between October 6, 1906, and April 1, 1909. The badge and ribbon will be issued as a part of the Marine Corps uniform, gratuitously to enlisted men, and at cost price to officers.

Commanding officers of posts and detachments will prepare lists of all officers and enlisted men under their command who are entitled to this badge, giving first names of officers in order of rank, and next those of enlisted men in alphabetical order.

Heads of staff departments will submit similar lists of the officers and enlisted men of their respective departments, whose services in Cuba entitles them to the badge.

The lists will be forwarded through military channels to the Major General, commandant, for reference to the Adjutant and Inspector, U. S. Marine Corps, in whose office the statements of service of the officers and enlisted men named therein will be verified and by whom the badges will be distributed.

When the service of an officer or enlisted man has not been honorable subsequently to his service with the Army in Cuba, he will not be listed for the badge, and if the service of any officer or enlisted man subsequently to the date of his being listed for the badge and previously to its issue to him, shall not be honorable, the proper commanding officer will notify the Major General, commandant, in order that the badge may be withheld.

By authority of the President, a service badge with ribbon will likewise be issued to officers and enlisted men of the United States Navy who, as medical officers or enlisted men of the Hospital Corps of the Navy, served with the marines in Cuba with the Army of Cuban Pacification, between October 6, 1906, and April 1, 1909. These badges will be distributed by the Bureau of Navigation.

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HUDSON-FULTON CELEBRATION

Plans for the greatest naval parade in the history of the United States and probably in the world are being completed for the Hudson-Fulton Celebration in New York. It will be held Friday, October 1st. The commission in charge of the naval parade is already assured of the presence of eighty vessels, more than fifty of which will be vessels of the United States Navy.

It is expected that more nations will soon indicate their intentions to send war vessels to represent them in this commemoration of the three hundredth anniversary of the discovery of the Hudson River and the one hundredth anniversary of the first successful navigation of the Hudson River by steam power.

The United States naval vessels ordered for participation in the ceremonies, including the naval parade, are: Sixteen battleships, three armored cruisers, three scout cruisers, twelve torpedo boats, four submarines, two parent ships (Dixie and Castine), one tender (Yankton), two supply ships (Celtic and Culgoa), one repair ship (Panther), one torpedo vessel (Montgomery), one tug (Potomac), and seven colliers (Abarenda, Brutus, Hannibal, Lebanon, Leonidas, Marcellus and Sterling). The number of auxiliaries will be left undetermined at present, owing to the probable crowded condition of this harbor at the time of the celebration.

Germany will send a squadron, probably four vessels, under the command of the ranking officer of the German Navy, Admiral A. D. von Koester. England will send four cruisers, the Drake, Argyle, Duke of Edinburgh and the Black Prince, under command of Rear Admiral Frederick T. Hamilton, who will be the official representative of Great Britain at the celebration. Italy will send the cruiser Etruria and her cadet ship Aetna. France will also send an official representative and ships. Five warships will come to take part in the celebration from South America. Mexico will send one gunboat, Bravo, under command of Captain Manuel E. Izaguirre. The Netherlands will send the cruiser Utrecht, from the crew of which the replica of the Half Moon will be manned, and probably two or three other war vessels, and Guatemala will send a new coast patrol boat, if it is finished in time.

* * * *

Canada has taken over the Navy Yard at Esquimalt and will begin the construction of the Canadian Navy. The only ships to go into commission for the Dominion government will be revenue vessels.

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A contract for 100,000 pounds of butter for the Navy has been let by the Government with the Dairy Produce Company, of Chicago. It is to be delivered as called for at the training station on the great lakes and shipped to the West coast.

U.S.S. CHEYENNE

Coaling Ship with a Hose, U. S. Ship Cheyenne **Barker photo**

THE TALE OF THE PHANTOM WHALE

From Tales of a Bo'sun's Mate

By Alfred E. Bennett

"I got my rate," said the Bo'sun's Mate,
As he puffed the cap of foam,
From a mug of ale, as big as a pail,
"The time we sails for home."

"We runs aground, while home'ard bound,
An' the skipper says, says he:
"Shake out your sails, an' mind your brails,
An' keep your helm a'lee!"

"Then blast me eyes, I sees 'im rise!
I sees the phantom whale!
Plain as day, a splashin' spray,
An' heavin' head an' tail.

"His eye was green, as I ever seen,
His larboard fluke was gray,
His keel was sleek as a barmaid's cheek,
And never to this day,

"Has man or boy—shipmate a hoy!
Now blast me tarry glim!"
The sailorman cries, an' I claps me eyes
On old Harpooner Tim.

Tim's face was gray as a winter's day,
As he shakes the Bo'sun's mit;
He hoarsely said, an' wagged his head:
"Don't pipe a word o' it.

"We swore a oath, we did, us both,
The matey 'er, an' me,
We'd never tell, 'ow near to 'ell,
We comes that day," says he.

He looks so glum, I orders rum,
He swigs a little sup,
An' turns to me, an' says, says he:
"I'll wind the story up."

"His keel was sleek as a barmaid's cheek,
As the Bo'sun's told to ye,
The phantom whale, lifts up his tail,
And sounded, Mate," says he.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

OCTOBER, 1909

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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HONOR OLD CUSTOMS

Old time customs and relics of "the old Navy" are fast disappearing in the make-up of Uncle Sam's present day men-o'-war. Each decade sees unthought-of changes. But some things do not need changing and among these is the time-honored response of a bluejacket to his superiors, "Aye, aye, sir."

This little expression has been handed down from the earliest days of naval history. It has been heard on the decks of long gone famous ships of the line. It has grown to be a distinctive expression and should be kept so.

With the rapid changes of the past few years bluejackets have dropped this courtesy. It is being gradually eliminated from the seagoing vocabulary. Instead nowadays you hear, "Very well, sir," or "Very good, sir." Neither of these carries with it the twang of the sea. They are land expressions and we heartily commend the commander of the Atlantic fleet in his order calling attention to the laxity, men show in answering an officer with "Aye, aye, sir."

The retention of this expression is mostly sentiment. It smacks of times gone by and links the new Navy with the old. It is one of the few things that can be retained about the modern battleship that served Admiral Paul Jones and our early naval heroes.

Rear Admiral Schroeder says the old response should be insisted upon, as it is an answer that has always prevailed in the Navy, and conveys a meaning not given by the other expressions. Officers are also impressed with the importance of correcting the carelessness of men who chew gum while they are addressing officers or use slang at such times. The admiral enjoins his fleet officers not to allow such unintentional forms of disrespect and ignorance of the elementary principles of military propriety. In making this observation he says that officers should be mindful of the fact that the Navy is just now in a transition stage as regards a matter of personnel, and laxity of discipline even in small matters brings increasing difficulties in its train.

* * * *

THE "BARRED FROM" AGITATION

Every now and then, some supersensitive, hypothetical "College Graduate" (no doubt) sets up a doleful howl about being barred from some place because of the uniform.

A noise of this kind, recently arose from Seattle, and every sailorman knows that there are many big, fine dance halls in Seattle, including Leschi's, the White City, and Dreamland, which is one of the three finest halls on the Pacific Coast, where sailors are welcome as the flowers in May.

There are, in every city in the United States, certain select dancing academies, where young persons from eight years of age and up, are taught. No person, even if he were dressed like a prince, would be admitted to such places without references. Then why, in the name of common sense, should a man in sailor's uniform be butting around such places?

If a seaman wants to dance in Seattle, let him put into Dreamland, here, he will be treated as a gentleman, as long as he behaves himself, and he will have the advantage of the finest deck, and sweetest music that money can procure. Throughout the cities of the Pacific Coast it is extremely doubtful that a sober, well behaved sailorman has ever been turned away from what was really a public affair.

The service is only made ridiculous by these unwarranted howls. Take for instance, when the battle fleet was on the way to San Francisco, and some men from the cruisers claimed to have been insulted at the Policeman's ball. Their friends whined about "College Graduates," and "Good Blood," until the whole affair was disgusting. At the same time everyone concerned knew that the people of San

Francisco were preparing the most enthusiastic welcome a man-o'-warsman ever received.

We, of the service, are forever begging the people not to judge us by the actions of a few of our number. Then let us practice what we preach, and not judge the citizens of an entire city by the conduct of one measly cafe, or dancehall proprietor.

When we hit the beach, let's do it with a splash, and a broad grin on our faces, instead of standing on a corner with a bored, "College Graduate" expression, waiting for a banker with his beautiful daughter to come by in a 50 horsepower Pope-Toledo, and invite us to "Luncheon."

Be good natured, and tolerant, and you'll have a good time. Go looking for some "Desirable" people to say, "O really, do come in, I just know you came from a "Good Family" and that you are a "College Graduate," and you are liable to wake up feeling lonesome.

* * * *

WE MAKE OUR LIFE

Your life is what you make it. Only too often the complaints that are made by men in the Navy are caused by the fact that that man has not done his duty. The man who pays attention to his own business, does his duty all the time is the man who gets along and soon becomes a petty officer. Nowhere in the world is silence so golden as in the Navy and to be constantly finding fault with your life, with your officers and with your mates is the surest way in the world to serve your cruise without being rated. If you think you have been unjustly treated by your superiors, keep quiet about it, continue to do your duty and if you were in the right you will soon receive your just deserts.

* * * *

MISPLACED ENERGY

Under the head of "Naval Brutalities," a paper called the Boston Woman's Journal, published in Boston, Mass., discusses from a warped standpoint the advisability of allowing men on board ship to entertain themselves with boxing bouts.

The Woman's Journal says:

"The officers and sailors of our Navy having apparently a superabundance of leisure, amuse themselves with the gentle and elevating sport of boxing. In civil life prize fighting is not regarded as a game to be commended; indeed, in our more civilized communities, it is forbidden by law. But such is the deadly monotony of a battleship when no storm or battle impends, that the spectacle of two American citizens bruising and maiming each other seems to be considered an agreeable incident."

The writer it is very evident, is entirely unfamiliar with naval life. We are not blessed with a "superabundance of leisure," nor does "deadly monotony" cause us to indulge in brutal games. We are only real humans, Mrs. Boston Woman's Journal, real red-blooded humans, such as Bostonians probably only see when a ship of war comes to anchor in that harbor.

There are several other things that the writer from the city of beans failed to note. On board ship there are from 200 to 1,500 men who work from 8 to 14 hours a day. They have regular working hours and regular periods for rest and enjoyment. But unlike their civilian friends we can not leave our home after work is finished and visit a show, a dance or some other amusement. Therefore we must amuse ourselves. Boxing bouts is one way we do this.

Mrs. Boston didn't know this when she wrote her "Naval Brutalities." She plunged headlong into something to fill space in a paper, and apeing the semi-sensational, proposed to do away with one form of amusement for several thousand young men without offering a substitute.

This is not the first outbreak in regard to how we sailormen spend our leisure minutes aboard ship. Most every society of misdirected women in the United States has undertaken to reform the bluejacket. They send us little bags of thread and needles generously interspersed with tracts and testaments. They really want to do good but the idea is wrong. The bluejacket is not a tough, neither is he a boy. He must be accorded equal rights with his civilian friend.

A few years ago it was popular to present organs to the crews of the various vessels and then have parties from ashore assemble on the forecastle and give divine services. The idea was to elevate the sailor. In the same way pastors of churches announced from their pulpits special donations for sending missionaries to the heathen. In both places the people imagined they were doing good, but in both places were wrong. What would please us most would be, to be let alone.

It is unfathomable, but it is human nature that some persons with a "superabundance of leisure" on their hands will meddle with every other person's business. They will advocate restrictions and promulgate changes, but very, very seldom will any of them advance a real, logical, sensible idea.

"OUR NAVY" TROPHY BASEBALL SERIES

Standing of the Teams for "Our Navy" $300 Trophy

Team	Games Played	Won	Lost	Pct.
U. S. S. W. Virginia..	12	9	3	.750
Naval Training Station	14	10	4	.714
U. S. S. Tennessee....	5	3	2	.600
U. S. S. Cheyenne.....	12	7	5	.583
Mare Island Marines..	9	3	6	.333
U. S. S. Pennsylvania	3	1	2	.333
Torpedo Flotilla......	1	1	0	1000
U. S. S. Colorado.....	2	0	2	.000
U. S. S. California....	10	0	10	.000

The First Ten Leading in Batting Average for Individual Prize ($47.50 Howard Watch)

Players who have not played in six or more games are not listed.

Name	Team	Games Played	AB	Hits	Pct.
Chap. Scott	Naval T. Sta.	14	52	23	.442
Monroe	West Virginia	11	43	18	.418
Alworth	Cheyenne	12	52	18	.346
Healey	California	9	41	14	.340
Burke	Mare I. Marines	7	30	10	.333
Fowler	Naval T. Sta.	8	28	8	.320
Dunham	Cheyenne	12	45	14	.311
McGillis	Mare I. Marines	8	31	9	.290
Larimer	Naval T. Sta.	14	48	14	.291

First Ten Leading in Runs for Individual Cup

Name	Team	Games Played	Runs
Ch. Scott	Naval T. Station	14	13
Reber	Cheyenne	12	13
Schaefer	West Virginia	12	12
Snyder	West Virginia	11	10
McGuin	West Virginia	12	12
Reed	West Virginia	11	10
Larimer	Naval T. Station	14	10
McGillis	Mare I. Marines	8	10
Dunham	Cheyenne	12	9
Alworth	Cheyenne	12	8

* * * *

In the third game of the series of Our Navy trophy, the U. S. S. West Virginia defeated the U. S. S. California in a close game by the score of 7 to 5.

	1	2	3	4	5	6	7	8	9
West Virginia..	0	2	2	2	1	0	0	0	0—7
California	1	1	1	2	0	0	0	0	0—5

In the first game of the series for Our Navy trophy, the U. S. Naval Training Station defeated the U. S. S. California by a score of 6 to 2.

	1	2	3	4	5	6	7	8	9
Naval T. Stat'n	2	1	1	0	1	0	0	0	1—6
California	0	1	1	0	0	0	0	0	0—2

Three base hit—Fowler. Two base hits—Chaplain Scott, Rentz, Lenhoff. Sacrifice hits—Knowles, Peers, Farber. Hits—Off Rentz, 5; off Benson, 8. Umpire, Dr. Kaufmann.

In the second game of the series for Our Navy trophy, the U. S. Naval Training Station defeated the U. S. S. California by a score of 12 to 2.

	1	2	3	4	5	6	7	8	9
Naval T. Stat.	1	3	0	1	0	2	3	1	1—12
California	1	0	0	0	0	1	0	0	0— 2

Home run—Blair. Three base hit—Rentz. Double plays—Frank and Brown. Hits—Off Morrissey, 11; off Larimer, 12. Umpires, Dr. Kaufmann and Sullivan.

The third game of the series for Our Navy trophy between the U. S. S. California and U. S. Naval Training Station has been claimed as forfeited by the U. S. Naval Station on account of the California not playing a regular scheduled game. We are further informed that the California will make no objections of forfeiture of the game and it has therefore been allowed temporarily and figured in the above per cent. Should any objections be made by the Cailfornia team the decision will be left with a disinterested board.

* * * *

TO VISIT WESTERN YARDS

Secretary of the Navy, George von L. Meyer, is planning a trip down the Mississippi River to inspect the naval station at New Orleans. An effort will be made by the commercial bodies of the Pacific Coast to have the trip extended to include the Navy Yards at Bremerton and Mare Island, the coaling station at California City, and San Diego and the training station at Yerba Buena Island. Assistant Secretary Winthrop will precede the Secretary to the West Coast.

The proposed visit of the Secretary is expected to bear directly on the request of the West Coast for a sufficient and adequate fleet to guard the interests of the United States in Pacific waters. The subject of improvements at both Navy Yards and stations will also be broached on the visit here and it is hoped that many plans now formulating for the benefit of the yards and fleets will receive an impetus with the Department after the Secretary has personally inspected the West Coast.

Chief Constructor Capps, who has been inspecting Navy Yards throughout Europe, will return to Washington soon and after a conference with the heads of the Department many new changes in yard work, probably, will be inaugurated.

Men of Pacific Fleet in Shambattle at Target Range

ENGINEER OFFICER SECOND

A change has been effected in the Navy regulations, placing the senior engineer officer of a ship next in rank after the executive officer instead of the navigator, as has heretofore been the case. This is a logical result of the personnel act making all engineer officers, officers of the line. Article 1532, paragraph 1, amended, reads as follows:

"In vessels of the first rate to which an ordnance officer is attached, one of the three senior line officers, junior to the executive officer, shall always be on board and ready for duty. In vessels of the first rate to which no ordnance officer is attached, one of the three senior line officers junior to the captain shall always be aboard and ready for duty. In other vessels the executive officer and the officer who succeeds him in his absence (Art. 558, par. 2) shall not be out of the ship at the same time except on duty, or, under special circumstances by the captain's previous permission."

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SURGEON GENERAL'S REPORT

A number of important recommendations will be made in the annual report of this year of Surgeon General P. M. Rixey, of the Navy. He will ask for legislation to reorganize and increase the naval hospital corps and for the establishment of a corps of dental surgeons in the Navy. Another recommendation will pertain to the organization of a medical reserve corps in the Navy, along lines similar to that of the Army. It is appreciated that such a corps would be of value, not only as a means for obtaining physicians to meet extra demands in time of peace, but also as establishing a list of those available to the Navy in time of war.

The report of the surgeon general will tell of the progress that has been made by Surgeon B. L. Wright, of the Navy, at the naval hospital at Las Animas, Colorado, in the treatment of pulmonary tuberculosis by the administration of mercury. Reports received from the hospital from time to time continue to record the success with which the method of treatment is meeting. The matter will also be brought up before the convention of military surgeons which meets in this city in October.

* * * *

Arrangements have been made by the Navy Department for the extensive overhauling and alteration of the battleships Maine, at the Navy Yard, Portsmouth, N. H.; Kentucky, at the Navy Yard, Norfolk; Kearsarge, at the Navy Yard, Philadelphia; Alabama, at the Navy Yard, New York; and the Illinois, at the Navy Yard, Boston. Congress has made appropriations of $720,000 for alterations to the Maine, $667,500 for the Illinois, $673,500 each for the Kearsarge and Kentucky, and $667,500 for the Alabama. The contemplated work on the Maine includes reduction of top hamper, installation of fire-control towers of the new type, installation of new boilers, rearrangement of quarters, and the provision of new turret-turning gear. On the Kearsarge and Kentucky much the same work will be done, except that less expensive improvements will be made in the turret gear.

AT THE NAVY YARDS

Portsmouth, Va.

One officer and five enlisted men are to be court martialed as the result of the capsizing of the naval tug Nezinscot off Halibut Point, August 11th, when four men lost their lives. They are John G. Tawresey, naval constructor, and Frank R. Bitter, chief boatswain's mate, who was in charge of the lifeboat after the tug capsized; George H. Pratt, chief machinist's mate; William H. Fitzgerald, seaman; Vernon F. Tillotson, fireman, first class, and Charles F. Underwood, fireman, second class.

The general charge against Constructor Tawresey is neglect in not reporting any suspicions he may have had that the tug was unseaworthy, while the charge against the enlisted men is that of abandoning several persons, including the Captain, Acting Surgeon Trotter and another who were clinging to a raft or wreckage of the capsized vessel. The court will meet at Portsmouth, N. H., from which place the Nezinscot was on her way to Boston at the time of the accident.

Rear Admiral Nathan E. Niles will be the president of the court and Naval Constructors David W. Taylor, William J. Baxter and George H. Rock; Captains, William H. Southerland, Charles E. Fox and Edmund B. Underwood and Commanders Patrick W. Hourigan and Joseph W. Owen will be the other members of the court. Lieutenant William P. Cronan will be judge advocate.

* * * *

Portsmouth, N. H.

The U. S. S. Enterprise, now at the Navy Yard, Boston, Mass., has been stricken from the Navy list and ordered sold. She was built at Portsmouth yard between 1873 and 1876, and is a bark rigged vessel 185 feet in length, with a displacement of 1,375 tons. Her speed under her engines is put at 11.40 knots, and she was last used as a public marine school at Boston.

* * * *

The Navy Department has planned another great work on the island of Rhode Island. It is the construction and the erection at Bradford of an immense tank to hold 2,000,000 gallons of oil.

It may seem to many to be premature for the Government to thus anticipate the storage of a large quantity of oil when its usefulness for purposes of fuel is thought to be yet a mere matter of experiment. This, however, is said to be incorrect and it is stated that the problem has been worked out and that it is a sure thing that oil will be used as fuel even on battleships.

Captain Frank A. Wilner, U. S. N., who has been in command of the armored cruiser Pennsylvania on the Pacific Coast for the past year and a half, was selected for duty as commandant of the Portsmouth, N. H., Navy Yard. He succeeds Rear Admiral Edwin K. Moore, who was placed on the retired list of officers last month on account of having reached the compulsory retiring age of 62 years. Admiral Moore was ordered relieved of duty a few days ago, and he will be succeeded on September 1st by Captain Wilner.

* * * *

Plans covering the work to be done in the construction of the new hospitals at Portsmouth, Chelsea and Newport, have arrived from the Department and are in the hands of the local yard officials. The lot includes fifty-nine large drawings.

Material progress is being made at the Navy Yard, Boston, toward the adoption of a new system of cost accounting. Paymaster Charles Conard, of the Navy, who is on duty at the Navy Department in the bureau of supplies and accounts, has been spending much time at Boston in connection with a firm of public accountants which has been engaged to work out some of the details.

Every effort is being made to establish the scheme on a practical basis which will comply with all the conditions imposed by law.

* * * *

Mare Island, California

Lieutenant Commander S. S. Robinson, recently detached from the cruiser Pennsylvania and ordered to service with the bureau of equipment for special wireless work, has just completed an official inspection of the wireless system at the Mare Island Navy Yard.

He will inspect the other stations in this vicinity before going East. It is expected that Commander V. S. Helson, inspector of equipment at Mare Island, will inspect all the wireless stations from San Diego to Valdez, Alaska, within the next two months.

An expedition is to be sent from the Mare Island Navy Yard to the Philippines for the installation of wireless stations, but probably will not start before next year.

* * * *

After an adjournment of a month the special board of inquiry which was convened at Mare Island to hear the charges preferred against Foreman Boilermaker Edward Kavanagh resumed its sessions September 7th behind closed doors. The charges against Kava-

OF CALIFORNIA

nagh are incompetency and disloyalty to Constructor Holden Evans, head of the manufacturing department. Lieutenant Neal of the Navy recruiting office at Denver, has been substituted for Lieutenant O. Stickney, of the South Dakota as a member of the board.

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Extensive maneuvers have been participated in by the submarines Grampus and Pike off Sausalito, Cal., with the tug Fortune as tender the little craft left the yard September 10th. The boats will stay at Sausalito about two months diving and testing gear. Lieutenants Crittenden and Todd command the Pike and Grampus respectively.

* * * *

The Buffalo arrived at the Mare Island yard the first of the month from the Asiatic station. She carried a large draft of short timers from the third squadron. She will be docked in port and attend the Portola festival at San Francisco.

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The supply boat Glacier sailed from the yard September 24th, with supplies for the fleet. She will go from Honolulu to Australia and join the cruisers again off the coast of Japan with fresh meat and other provisions from Australia.

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After the departure of the Pacific fleet from the local yard the chief of police of Vallejo wrote the commander of the fleet, that the conduct of the men ashore had been the best Vallejo has ever witnessed, and he thanked the officers and men for the fine showing made in that city.

* * * *

Bremerton, Washington

The bureau of yards and docks of the Navy Department has awarded the contract for eight boilers with superheaters to be delivered to the Navy Yard, Puget Sound, and Mare Island Navy Yard, four boilers with superheaters going to each yard. The contract was let to the Edgemoor Iron Company, of Edgemoor, Del., for $99,000.

* * * *

The Navy Department has appointed a board, of which Commander Marbury Johnston is senior member, to select a site somewhere on the Pacific Coast for a small arms target range that will be the largest of its kind in the country. If such a range is established, it will not only be sufficiently large to accommodate the small arms competition of the Pacific Coast, but will also mean that several of the national firing competitions will take place there.

The land now owned by the Army or the Navy on the Coast is not of sufficient size for the proposed range, and it will be necessary either to buy or accept a site to be donated by some Coast State or commercial body. That the location of a range of this extensive character in the vicinity of any Coast city would be extremely desirable is shown by the fact that the Pacific fleet and all its spending money would be congregated near the range at frequent intervals throughout the year.

Speaking of the proposed range, a naval officer said:

"The State or chamber of commerce that is willing to donate a sufficient tract of ground would, of course, have its use, after it was fully equipped by the Navy, for firing competitions of its own companies of national guard.

"I believe that if any State of community would set aside the amount of land required by the Navy they would make up for its value a hundred times in having the whole Pacific fleet so often in the vicinity. We are not only providing for a range for the present fleet, but also for what we expect to have there as soon as the Panama Canal is open."

* * * *

The body of James Hunt, water tender of the cruiser Maryland, who died in Seattle after falling into the bay, was buried at the Navy Yard cemetery with full military honors. A firing squad from the marine barracks and a funeral escort from the receiving ship Philadelphia, attended. The funeral services were conducted by Rev. Harry Hudson, acting chaplain of the Navy Yard.

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Machinist M. A. Thormahlen, of the cruiser Colorado, is being hailed as a hero. Due to his cool and prompt action, a launch of the cruiser Colorado was not smashed beneath a paddle wheel of the West Seattle ferry last week. The launch which had a number of civilians aboard was leaving the Colorado. As the launch cleared the stern of the Colorado, the West Seattle ferry loomed up before them and the engineer of the launch went over the side. Thormahlen jumped into the pit and reversed the engines.

* * * *

"The Navy Yard at Bremerton will have to be enlarged next year. It can struggle through this season, but in another year will be cramped for space, and I will recommend the acquiring of more land," declared Rear Admiral R. C. Hollyday, chief of the bureau of yards and docks, after a week's inspection at the yard.

"I heartily indorse Congressman Moore's statement that when the Lake Washington canal is completed that lake will afford an ideal place for the establishment of a fresh water Navy Yard.

"Work is being pushed on the construction of the new dock and work has been begun on the new hospital at the yard. I expect that work will be begun on the $175,000 foundry and the $260,000 storehouse this fall and completed as soon as possible.

"I found affairs at the yard in fine shape."

* * * *

The gunboat Concord, which is temporary station ship at Guam, will come to this Navy Yard in a few weeks for extensive repairs. The ship is likely to go out of commission here. The Concord will leave Guam on the arrival of the supply ship Supply which recently left this yard after a general overhauling. The Supply is the regular station ship at Guam.

* * * *

League Island, Pennsylvania

One of the busiest years the Navy Yard at League Island has ever had is in prospect with the beginning of next month.

Rear Admiral Harris, in command of the yard, declared yesterday, that the coming winter in particular will witness unusual activities in all the shops and along the water front.

The dredging work, for which $432,000 has been appropriated, is only one of the items which will keep things humming. There are two new battleships to be fitted out and four ships, part of the Atlantic fleet now engaged in target practice and the regular summer cruise, are expected back within two months to be thoroughly overhauled. This work will, very likely, require the employment of a large number of skilled mechanics.

The new fighting machines which are to be completed at the yard and put in commission there, are the first class battleships Michigan and South Carolina. The former is now in the docks at the New York Shipbuilding plant, receiving her final touches, and will be sent to the yard the latter part of next week. She is scheduled to go into commission on August 31st, and will be in command of Captain Nathan R. Lusher.

After being turned over to the Government, the Michigan will remain in the yard for some weeks before she is put into active service, and when she finally leaves she will be fully equipped with new stores and ammunition, to meet any emergency.

Norfolk, Virginia

Quartermaster Dearborn, of the torpedo boat Porter was instantly killed September 2d, by the slipping of a cable on the MacDonough, which was towing the Porter from Newport to Norfolk. The cable struck him on the rebound. The body was brought here.

* * * *

The naval constructors attached to the Navy Yard, Norfolk, are now conducting tests of gasoline engines which have been submitted by different manufacturers as suitable for installation in the small boats of war vessels. Much importance is attached to these tests, as the substitution of the gasoline for the steam engine as a propelling means for small Navy boats will make an innovation which has long been contemplated. A gasoline launch, to be attached to the Mayflower for the special use of the President, has recently been designed and built at the Norfolk Navy Yard. The craft is 35 feet long, and is fitted with a canopy and lashed protecting bulkheads.

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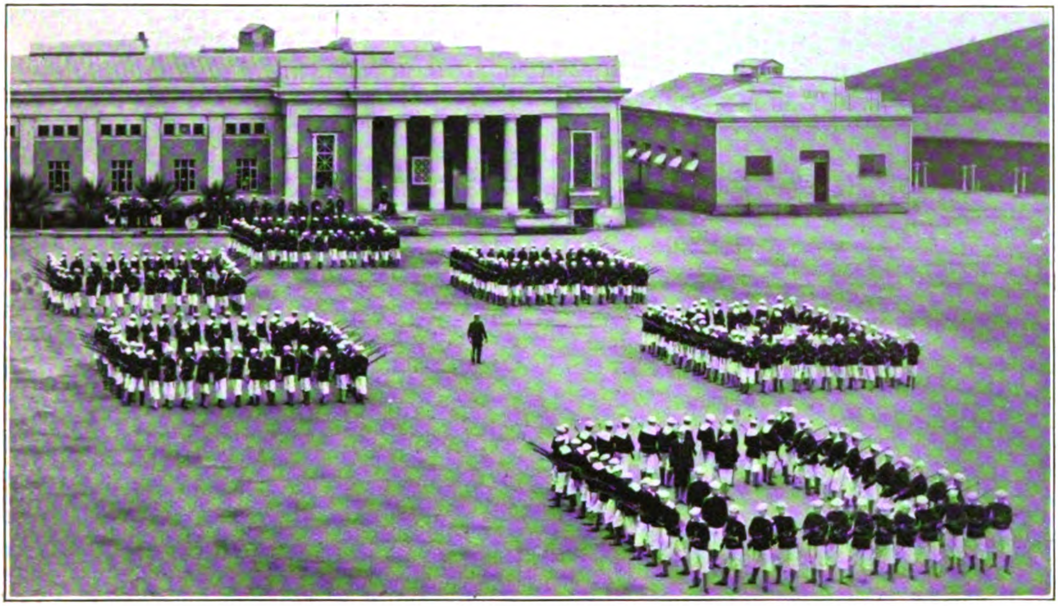
Citizens of Norfolk are much excited over the intimation that the Navy Department will not make Hampton Roads the headquarters of naval ships during the summer months, and are appealing to the Secretary of the Navy. It is understood at Norfolk that the naval authorities have decided against Hampton Roads because it is in the neighborhood of Norfolk, to which city the enlisted men attached to the vessels of war would be likely to repair upon occasions of liberty, and that this policy has been adopted upon the recommendation of naval medical officers attached to the Atlantic fleet, and especially of the fleet surgeon. The medical officers were recently engaged in determining the cause and origin of an outbreak of typhoid fever which prevailed on several of the vessels of the Atlantic fleet. It was observed that the ships which had been at the Norfolk Navy Yard for repairs had the largest number of sick. The other vessels upon which typhoid broke out had been at the Philadelphia Navy Yard. It was also known to the medical officers that a number of the commissioned officers attached to the fleet and on duty at the Norfolk yard were also in hospital on account of typhoid fever. The recommendation has been made that great care be exercised in this matter hereafter and that as little time as possible be spent at Norfolk in hot weather, at least until the conditions there improve.



Company square, Naval Training Station, San Francisco **Pitkin photo**

STATION NOTES

Louis Hess, formerly baker, second class, at the Training Station, has been paid off at Mare Island on account of physical disability incurred in line of duty. His arm was caught in a battle hatch while on duty on the Monterey at Cavite. An amputation was necessary to prevent gangrene. Hess was champion wrestler of the coast while on the station and defeated the champion of the Asiatic Station after his transfer to that squadron. He has applied for a pension and in the meantime is living in San Francisco.

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A new change in the regulations causes offenses to be entered in enlistment records whenever the offense occurs instead of at the end of the quarter as heretofore. This practice has been in effect on many ships and stations for a year.

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A new regulation jersey is being issued which will be appreciated by the enlisted personnel. It has a longer neck and is fitted with ties.

The new rating badges which were to have been issued about September 1st have not been received on the West Coast and probably will not be for several months on account of the large stock of old badges the Government had on hand.

A change in white mustering clothes is also contemplated. The new jumper is to be lighter and made of a little better material. The main objection to the one in present use is its weight.

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Frequently questions have been asked concerning the status of the apprentice petty officers appointed at training stations.

These men are not petty officers permanently but hold their ratings only during the time they are apprentice seamen in training. Four such men are allowed for every seventy-five men. The apprentice chief petty officer draws extra pay amounting to $2.50 a month, the first petty officer $2.00, the second petty officer $1.50 and the third petty officer $1.00.

Generally a company is composed of eighty men and eight petty officers are appointed. The additional four are called third petty officers but draw no additional pay.

* * * *

An order from the Department has changed all ship's tailors from the deck division to the paymaster's division. Tailors will hereafter fall in with the paymaster's force and work under rules from the paymaster's office.

A sweeping change in the prices a tailor can charge were also promulgated. Sewing on tape on cuffs, cap ribbons, rating badges or altering new clothes must be done without charge. An order is issued by the paymaster for this work. Retaping collars, making clothes and all other work may be charged for by the tailor. Orders for this work are issued by the executive department.

The men must furnish all material for the free work, with the exception of thread and buttons. These are furnished by the paymaster. The clothing yeoman issues the orders for altering.

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R. E. Pratt, an apprentice seaman from Bremerton, holds the height record on the station. He is 6 feet 5¾ inches tall.

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Chief Quartermaster Singleton, of the Yorktown, reported aboard September 15th for duty as an instructor of apprentice seaman.

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A. Margiotta, first musician, shipped over September 13th. He is from the Colorado.

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Chief Boatswain's Mate W. N. McFarlane, who has been instructor at the detention camp for two years, was discharged October 1, 1909. He intends to ship over on the Independence.

* * * *

The training ship Intrepid left for Mare Island September 15th, towed by the tug Vigilant. Both ships will be docked and scraped before returning to the station.

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Chief Boatswain's Mate P. C. Jorgensen reported back to the station last month after six months in the Mare Island hospital. He has charge of the rigging loft.

* * * *

Matt Szudera, formerly chief master at arms, has been turned down for re-enlistment by the medical department on account of physical disability. Szudera had served eight years.

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Hospital Steward Ebert was transferred to the Mare Island hospital September 4th for duty.

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The lumber has arrived for the new buildings at the detention camp. The shacks for the recruits will prove much more agreeable living places in the rainy weather than the tents which have been used for the past two years.

* * * *

TO SHORTEN SMOKESTACKS

The board on construction of the Navy has has begun consideration of the recommendation of the Newport conference that smokestacks on battleships be shortened. At present they are about 1co feet in height from the base to the top, which, on the more modern vessels, is less than 72 feet above the water line, and about 52 feet from the main deck. This would make the top of the stacks not more than 25 or 30 feet above the bridge level.

A suggestion has been made to reduce the stacks by 10 feet. An objection to the shortening is that the presence of smoke near the deck of battleships might interfere with their fighting efficiency.

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SPEEDY TORPEDO BOAT

Remarkably high speed was made by the torpedo boat destroyer Flusser, in her contractor's preliminary trial in a run off the Rockland course. The vessel scored 31.03 knots an hour, her contract requirements contemplating but 28 knots.

Without examining the records the officials say they believe this to be the fastest speed ever made by an American naval torpedo boat destroyer, previous records being around 30 knots an hour.

Foreign built vessels, however, have reached a speed of 33 or more knots an hour.

The Flusser is being constructed at the Bath, Maine, Iron Works, where Captain William N. Little is the inspector in charge of machinery.

* * * *

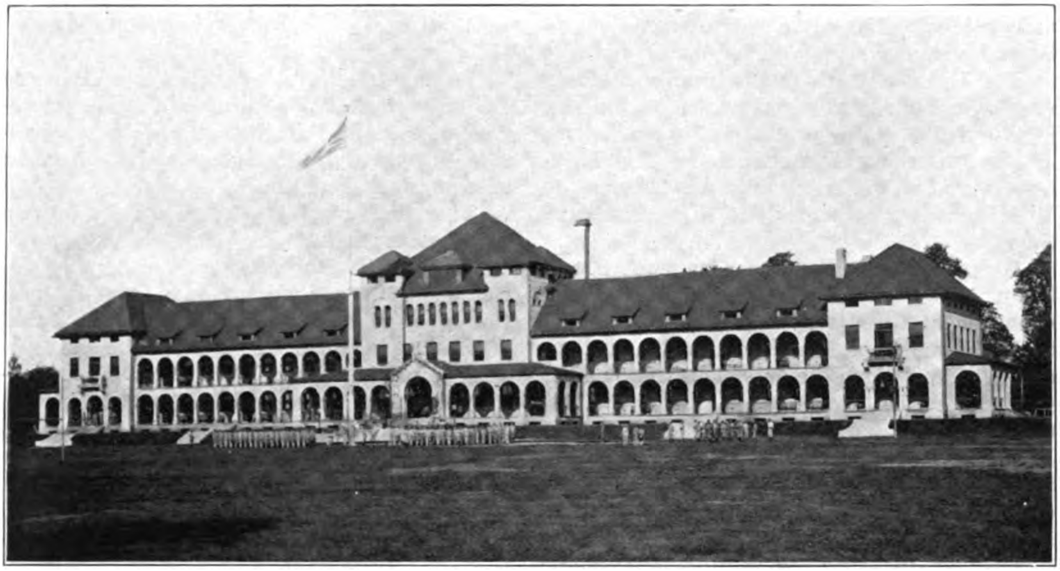
Some little discussion is still being heard on the marine controversy which shook the Navy six months ago. The order by the commander of the Atlantic fleet ordering bluejackets to alternate with marines on patrol duty is the cause of the talk.

* * * *

Acting Secretary Winthrop, of the Navy, informed a New York correspondent who offered to build an aerial battleship for the Government that Congress had not made any provision for such purpose. The offer came from Henry T. Jones, who gave his address as 116 Nassau street, New York, and told the secretary that if the Navy Department was interested in an airship of the Zeppelin type he would agree to furnish a 450-foot long air battleship capable of carrying twenty persons and enough ammunition—several tons—to destroy a fleet of war ships. The writer also promised to furnish a bond of $50,000 guaranteeing fulfillment of contract.

* * * *

In the reduction of top hamper of battleships the emergency cabins were removed. Reports have been called for from commanding officers of vessels of the Atlantic fleet as to the advisability of permanently abolishing the emergency cabin. There is a difference of opinion as to the necessity for the removal, some officers believing that the cabin should be restored as imposing no undue top weight. The restoration of the cabin will depend largely upon the views expressed in the forthcoming reports.



Marine Barracks, Annapolis

MARINE BARRACKS
Annapolis, Maryland, August 6, 1909.

It is a far cry from the Siwash haunted shores of Sitka Sound to the classic banks of the River Severn at Annapolis, where your erstwhile Alaska correspondent is now "anchored" for duty. But it is a none the less welcome change and one fully appreciated after a sojourn of twenty months in that tenebrous northern land of fog, ice and snow.

The Marine Barracks at Annapolis is one of the finest buildings of its type in the country, with steam heat, electric lights, and every modern sanitary appliance and convenience. It is a handsome composite, two-story structure of steel, concrete and gray pressed brick, with a slate roof painted red. The facade, with its upper and lower tiers of square pillars supporting circular arches, is suggestive of the Moresque in architecture. The building is a model of compactness, everything—administrative offices, quartermaster's store rooms, post exchange, mess hall, kitchen, library, sick bay, range for gallery practice, guard house, etc.—being under one roof. The wide porches and spacious hallways are laid in concrete blocks, while the eight large airy squadrooms have floors of hardwood which are daily scoured to the scrupulous whiteness of a quarterdeck.

The building is situated on a small affluent of the River Severn, known by the infelicitous appellation of "Graveyard Creek," and faces squarely upon the rear of the U. S. Naval Academy, above the trees of which the new Paul Jones chapel uplifts its graceful and imposing dome as the central figure in the landscape. The barracks can accommodate some 400 men, but the present strength of the garrison is 190 marines under the command of Colonel C. A. Doyen, U. S. M. C. Other officers present for duty are: Captain R. H. Dunlap, Captain R. M. Gilson, Captain T. H. Brown, Captain E. T. Fryer, Captain T. M. Clinton, First Lieutenant H. M. Smith, First Lieutenant Randolph Coyle, Second Lieutenant T. M. Potts, and Second Lieutenant R. E. Adams U. S. M. C., and Sergeant Major Henry L. Hulbert, U. S. M. C., with Quartermaster Carr Waller, U. S. M. C., represent the non-commissioned staff.

R. MONCKTON DENE, U. S. M. C.

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CHARLESTON NOTES

Editor OUR NAVY:

Have not dropped a line for some time, so will drop in to-day and let all hands know that the Charleston, as well as the rest of the "bamboo" fleet are getting in trim for the coming target practice. Last Monday we all lifted the mud hook and had tactical maneuvers all day and then anchored about fifteen miles off Chefoo and have been here ever since testing out the new installation of the fire control which will be used this year, and the Charleston hopes to hold the trophy which came to us rather unexpectedly.

Captain Knapp was relieved by Captain Gibbons just before we came up here and we think the new commanding officer is our friend and will make a good ship out of the flagship if we do our best and meet him half way.

The Galveston, which has been undergoing repairs in Yokohama for the last two months, is expected in a day or two and we will have all the cruisers together once more. The Rainbow is in Hong Kong, while the Helena and Wilmington are presumably in Hong Kong and Shanghai.

Our trip up the Yangtze Kiang was not as brilliant an affair as was contemplated on account of the Charleston and Denver returning to Woosung from Nanking, the Chattanooga and Cleveland being the only ships to go all the way to Hankow, the Admiral transferring his flag when the Charleston lost her anchor.

Many rumors are afloat, as usual, but with all that we are expecting to meet the squadron of Admiral Sebree in Manila this fall and we hope to be included in the trip to Australia and perhaps by the time we return your humble servant will be a short enough timer that they will allow him to go home on one of the Big 8, if suitable transfer can be made. At least let us hope so. The Asiatic station is a fine one, but the Pacific Coast is finer and I hope to hear you "spark" before many months.

I suppose my subscription to Our Navy and the Magazine Club was received O. K. and I hope to see the fruit thereof before long.

Your correspondent,

Ac.

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FOGIES NOT WANTED

As Our Navy has repeatedly stated, the American bluejacket resents the interference of a good many societies and creeds in the social life of the man-o'-warsman aboard ship. All sailors detest the "buttinskis" but all do not have the opportunity of speaking their thoughts. Our Navy has received several letters since the last issue in regard to the stand taken by this magazine over boxing bouts. One of these, from Quartermaster R. C. McDuffie will interest the entire service.

Editor Our Navy:

Your editorial under the title, "Leave the Sailors Alone," in the September number, just "hits the spot."

Why do people continually endeavor to run things of which they have no, or only the slightest knowledge.

Jingoists, fogies, and incidentally the W. C. T. U. were better off were they to occupy their limited brains in the strict observation of their particular business, instead of endeavoring to undermine the rules, regulations and precedence of an institution which has endured, without foreign interference since the days of their great, great grandparents.

Boxing has been, and always will be, an exercise which trains all muscles, gives quickness of eye and thought; instead of a degenerate has an uplifting influence on character and physical condition.

Therefore, say I, let them harp and rant on the degeneration of the American Navy, while we keep both ears open that the harping and ranting of the ignorant may readily pass through and find no lodging in our brains which are trained to ignore the imbecile splurge of the Gimlet Club.

Yours for a continued success,

Quartermaster,
Second Class, U. S. Navy.

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A VISIT FROM NEPTUNE

By Kyle D. Palmer

With thunder and lightning and solemn grandeur, Neptunus Rex, Ruler of the Raging Main, with his Queen and court paid the crew of the U. S. S. St. Louis a formal visit, this day, the ninth day of July, nineteen hundred and nine.

His Majesty was quite imposing in a green coat, pink waistcoat, blue knickerbockers, blue hose and silver slippers.

The crown which adorned his majestic head was of silver and bore the mystic symbol of the crescent; his Majesty's trident (of which he is justly proud, it having been made by Vulcan) was also of silver, and to express the sentiments of the Queen "looked quite businesslike."

Her Majesty was her usual charming self, her beauty was heightened by the exquisite gown of pink calico trimmed with very rare red and green lace. Her Majesty's jewels were holy-stones.

Davy Jones, the royal scribe, chose as his costume the somewhat scanty attire of a Fiji Islander; but taking into account the torrid condition of the weather, it was quite excusable.

The Doctor (as befitted his calling) was dressed in a long black coat and a high hat. Numerous skulls, scissors, quarantine flags, knives skeletons and so forth sewn to the ample folds of his Prince Albert lent dignity to his distinguished appearance.

He had a very plentiful supply of pills, everyone thought he was most generous in their distribution.

The Dentist, carrying with him the dreaded tools of his calling, was dressed in a flowing robe of red, blue and pink.

He was quite a high dignitary, and had quite a pull with the crew.

The Barber and his assistant were also of striking appearance.

For lack of a better, the Barber used his assistant as the barber pole, the assistant being a short man in no way spoiled the effect of the spiral red and white column.

The Barber's assistant was about the only "sporty" member of the royal court, he wore a red, white and blue straw hat, pink evening clothes, a very, very, dashing wing collar and a lavender tie.

In lieu of shoes he had thoughtfully painted his feet black, a coat of white paint judiciously placed gave a most convincing effect of spats.

He did not give a very clean shave but no one asked for a close one. There were numerous Cops in all the garb and garniture of the mysty deep, and a judge to enforce due submission and to pass sentence on any unruly subject.

After taking command of the ship the royal party proceeded to the fo'cle where everything had been arranged for their arrival.

The throne was on a raised platform and directly facing it and resting over the swimming tank stood the Barber's chair.

This chair was like any other barber's chair with the exception that it would "keep going" when it was tilted back.

On the right of their Majesties with the book of land-lubbers in his hand, stood Davy Jones, on the left stood the ever-ready Dentist, while at the foot of the throne the Doctor had taken his station.

A long line of willing and anxious lubbers were waiting to undergo the mystical initiation.

As the lubber's name was called he stepped forward and bowed the knee to his new sovereign, then turned and was closely examined by solicitous doctor who gave him several large and dreadful looking pills and then passed him on to the dentist, that worthy was quite satisfied with the appearance of the teeth and found it necessary only to rinse them with salt water, the rinsing being done with the help of a most ferocious looking squirt-gun.

The Barber and his assistant then took the patient and sat him comfortably in the barber-chair.

The lather was already made up and consisted of molasses, vinegar, lamp-black, dill pickels, sliced thin, and some very strong worcestershire sauce, this lather softened the toughest beard and left a rather healthy glow when taken off.

After giving a thorough lathering the Barber took two swipes with his razor (which was usually quite enough) and then with the assistance of the assistant tipped the unfortunate lubber backwards into the swimming tank where fifteen or twenty mermen were waiting to welcome their new comrade, a little electricity applied just as the chair was being tipped made him assist in no small way to this enforced dip.

After coming out of this last and most trying ordeal the lubber, a lubber no longer, is declared a trusty shell-back.

A very large and striking certificate is then given him to show that he has joined the order of the true sailors, any one slighting him in any way hereafter will have to answer to his most royal and awful Majesty Neptunus Rex.

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TORPEDO BOATS INLAND

If they want to, the people living along the Mississippi below St. Louis will have an opportunity to look at the torpedo flotilla that is to help St. Louis celebrate the centennial anniversary of its existence as a chartered city. The flotilla will have plenty of time to loaf along the river if any of the municipalities along that stream desire to have a look at the real greyhounds of the Navy.

Lieutenant W. G. Mitchell, captain of the destroyer McDonough, has received instructions for his inland cruise. Captain Usher, acting chief of the Bureau of Navigation, directed him to leave Norfolk, where his flotilla now is, as soon as possible for the Mississippi, and do what he can to make his visit pleasurable for the people, on whom he is to call, and instructive for his men.

The ships will have to coal at New Orleans, and while there the commander will receive reports as to the stage of the river at the various shoal places. The department has been advised that there is no likelihood of the river being as low this summer as it was last. At one time the river was only six feet deep over a bar near St. Louis. Any such fall in the water would make it impossible for Lieutenant Mitchell to take his flotilla to St. Louis, as eight feet is the draft of the little ships.

Lieutenant Mitchell is due at St. Louis the last of September. The celebration being scheduled for the first week in October. After that the torpedo boats will loaf around in the river until President Taft takes ship October 25th, when the flotilla will fall in for escort duty.

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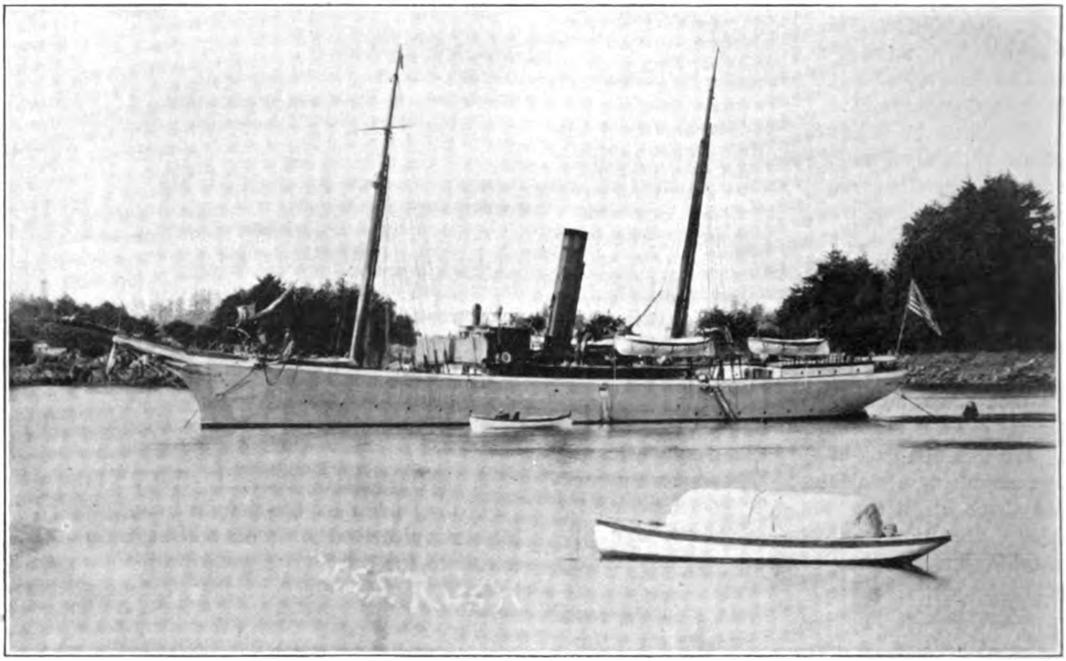
Civilian electricians will be in charge of the station dynamo room before the last of this month. Two enlisted men probably will remain on the station to repair lines and lights.



Revenue Cutter Rush at Stika, Alaska

NOTES FROM SITKA

SITKA, ALASKA, September 5, 1909.

The steam heating and electric light plant installed by C. W. Young, of Juneau, is now in operation. Stoves and lamps have been relegated to innocuous desuetude.

Material arrived consigned to W. N. Concanon, for the construction of a new power plant at the wireless station. New machinery and a set of Pierce instruments are also to be installed under the direction of Master Electrician Hanscom, of Mare Island.

Corporal C. N. Chase, U. S. M. C., arrived August 13th, from League Island, Pa., reporting for duty.

Sergeant J. T. McNulty and private C. C. Snyder, left August 16th for Juneau to appear before the grand jury as witnesses in the case of the U. S. vs. The Crew of the Kaise Maru, which were captured some time since, and noted in a former letter.

Private H. B. Lott, U. S. M. C., reported for duty August 16th from Algiers, La.

Private Freddie Jenner, U. S. M. C., transferred to Mare Island September 3d.

It is reported that a temporary wireless station is to be erected on Biorka Island, about thirty miles from Sitka.

LOUIS A. DIETZ.

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CHANGE MARINE UNIFORMS

The commandant of the Marine Corps has recommended, and the Secretary of the Navy has approved, the abolition of the dark-blue braided jacket now worn by marine officers. A jacket of the same cloth, but without any braid whatever, will be substituted for the braided garment. The new jacket will be fastened by five brass buttons in the front, and it will be made in the same style as the present summer undress and field coats. Rank will be indicated by the shoulder mark only, there being no braid on the sleeves for this purpose. The jacket will have four patch pockets. This change will be much appreciated by officers, as the new garment is expected to be more simple, more comfortable, and more economical. The new jacket can be placed in use at once, but officers will be permitted to wear the jackets of the old style on hand for one year.

Specifications are being prepared in the office of the quartermaster of the Marine Corps for a khaki-colored helmet for use by marines in the tropics. The helmet is intended for wear in camp and garrison, and not for use when in the field. It is considered that the campaign hat, which will be continued to be worn in the field, is too "slouchy" for other duty, and the helmet is being gotten up to supply a "smarter" head-piece for camp and garrison use.

NAVAL Y. M. C. A. REPORT

The San Francisco Branch Naval Young Men's Christian Association has just closed its first year of existence. That there was need of a permanent branch of this kind in San Francisco, and that it is appreciated by the enlisted men of the U. S. Navy will be seen from the following figures:

Attendance in building, 57,000.
Beds rented, 13,573.
Money deposited for safe keeping, $59,671.02.
Money orders sold, $11,447.85.
Games played, 25,800.
Parcels checked, 10,400.
Letters written, 9,500.

Besides these figures many men availed themselves of the opportunity to attend Bible classes, socials and entertainments, and the church parties, as well as the Rubber Club sight-seeing trip, which meet every Saturday afternoon, and go to some place of interest.

A friend of the association has just made a gift of $250,000 for a building for the Army and Navy Association at Newport, Rhode Island. With the building at Brooklyn, given by Miss Gould and Mrs. Sage, the building at Norfolk, the building at Vallejo, and the new building at Newport, the association will have four fine new buildings of its own. We hope that some day some person of means who has an interest in the men of the Navy, will see the need of San Francisco, and will provide a sufficient amount for a large building, such as is needed in a port where so many men are located.

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NEW FIRE CONTROL MASTS

One of the things which will be demonstrated by the maneuvers and target practice this season by the Atlantic fleet is the effectiveness of the new fire-control lattice-work towers installed on the vessels after return home from the around-the-world cruise. Firing of the heavy guns during target practice and the rough weather which the fleet at times encounters place a severe test upon the stability of the towers.

The ability of this type of tower to remain intact after having projectiles fired through it was demonstrated by an attack on the monitor Florida, having one of the towers, some time ago. The towers on the battleships Idaho and Mississippi have also been subjected to the strains incident to the rolling of a vessel in rough weather at sea, and the reports from these two vessels were favorable to the towers.

If the towers prove entirely satisfactory, after the severe tests to which they are being put on the Atlantic fleet, the same type will be placed on the other large vessels of the Navy, including the armored cruisers Montana, North Carolina, Tennessee, Washington, California, South Dakota, West Virginia, Maryland, Colorado, and Pennsylvania, the cruiser New York, and the battleships Iowa, Indiana, Kearsarge, Kentucky, and Alabama.

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A NOVEL INVENTION

A machinist in the torpedo fleet has several patents for useful articles which he has invented himself, including a couple of submarines, and an airship which is "sure to fly."

"Necessity is the mother of invention," is his motto, and it has enabled him to overcome a disagreeable, if not positively starving misfortune. To be brief, and come to the point, he was taught while quite young to hold his eating utensils in a very peculiar manner. When eating soup, for instance, he holds the spoon in such a way that about half its luscious contents are spilled.

For over two years of this cruise, he spilled soup over the table cloth and his trousers, until at last he decided to give up soup eating in despair. At this juncture however, one of his shipmates gently suggested that he invent a method to get to his soup, or, to get the soup to himself.

The inventor hailed the thought as a lifesaver, and set to work at once. Working night and day along this line, he was soon able to draw the soup across the space from where the spoon tilted to his mouth. Now soup eating is a real pleasure, and he declares that he will patent the method.

The shipmates of the man who put this thought into the inventor's noodle, have asked him to run away. And they have presented a petition to the inventor, signed by all hands, begging him to invent a muffler, to go with the soup yaffleing act; as, when he practices the art, he makes a noise not unlike the exhaust of a rickety bath tub.

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An important provision has been made by a change in the Navy Regulations in the matter of replacing articles of china or glass broken, chipped, cracked, or otherwise rendered unfit for re-issue. The limit of 20 per cent allowed for breakage is removed and the articles rendered unfit may now be replaced by requisition to be filled by the bureau of equipment after approval of survey. Mess gear for each man of the complement of the ship will be furnished by the bureau of equipment and will not be subject to survey on board ship. All articles of this individual mess gear rendered unfit for issue may also be replaced upon requisition after approval of survey.

OPEN BIDS ON NEW SHIPS

Bids for the new 26,000-ton battleships, Wyoming and Arkansas, were opened by the Department early in the month and negotiations opened for the rapid building of these two monster additions to the United States Navy. William Cramp and Sons, of Philadelphia, received the first award, and the New York Shipbuilding Company, of Camden, N. J., the second. The vessels will cost $4,445,000, and $4,675,000 respectively, exclusive of some smaller fittings. The total cost will be about $6,000,000.

The Bethlehem Steel Company, the Carnegie Company, and the Midvale Steel Company submitted to the Navy Department identical bids for furnishing the main portion of the armor of the battleships Wyoming and Arkansas. These figures were for class "A," $420 a ton, for 11,486 tons. For the other classes, amounting in all to about 1,500 tons, the bids varied.

Bids for the vessels were made under two heads—class 1, according to the Navy Department's plan, and class 2, the Department's plans as to hull and equipment, but with machinery suggested by the bidder. As a result, there were propositions for the installation of turbine coupled with reciprocating engines and turbines combined with electric motors. The speed promised generally was 20½ knots under both classes, but the New York Shipbuilding Company also offered to build a vessel at 20¾ knots, at $4,750,000, under class 1, and $4,875,000, under class 2. Another bid by the same company was for a 20½-knot vessel at $4,780,000.

The vessels are to be of 26,000 tons each, the largest ever undertaken by the American naval establishment, the increase in tonnage in this class of vessels being from 20,000.

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San Francisco is not making such a fuss over the proposed naval pageant which will accompany the Portola festival as formerly although several nations have given definite promises of from one to three war vessels for that occasion.

The United States will lead with the St. Louis, the Albany, the Buffalo, the Cheyenne and twelve torpedo boats. The St. Louis will be the flagship. Great Britain has promised to send the cruiser Bedford, slightly larger than the Albany, the Shearwater and the Algerine, both gunboats. Japan will send two cruisers the larger of the St. Louis type and the smaller about the size of the Albany. Chile and Peru will be represented according to press dispatches and efforts will be made to have the Italian cruiser Puglia and the French cruiser Catinet present. China may also send a warship. Holland will send the cruisers Noord Brabant.

The festival will start October 19th and close October 23d.

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TURRET TURNING GEAR

Requests are being received by the Navy Department from officers attached to battleships in commission urging the installation of the new turret turning gear of a type which may be described as an improvement on that placed on the Connecticut. The average cost of this work will be about $7,000 per turret and the advantages derived from the new system of mechanism have been manifested in a degree which justifies the extension of the system to battleships as rapidly as possible. The type of turret turning gear installed on the Maine has not proven entirely satisfactory in all respects. Better results have attended the trial of the Indiana's turret turning gear, although neither that type of gear or the mechanism installed on the Iowa has had an opportunity to be tested to its full capacity. This will be possible during the record target practice of the ships of the Atlantic fleet during the present cruise.

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NEW BATTLESHIP FAST

The battleship South Carolina returned to Cramp's ship yard after a most successful trial trip off the Delaware Capes, which demonstrated that the vessel is the fastest of its class in the Navy.

In the four-hour full-speed run the South Carolina made 18.88 knots, the contract requirement being only 18.5 knots. In the five high-speed runs over the measured mile the battleship attained a mean speed of 19.25 knots. The fastest mile was 20.52 knots.

The coal consumption of the battleship was superior to that of other ships.

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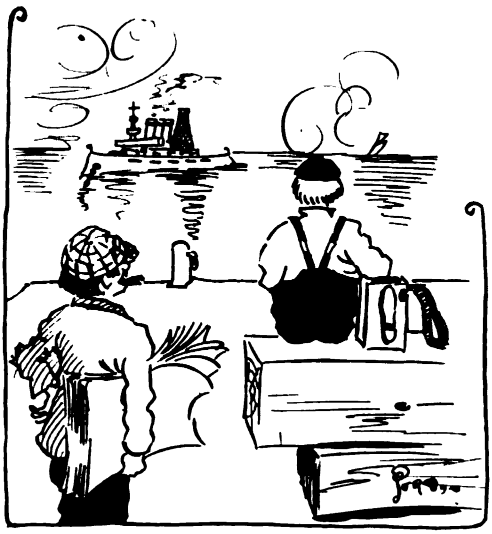
BLUEJACKETS GET MEDALS

Heroism displayed by two bluejackets, each of whom saved a fellow shipmate from drowning, gained due recognition from the Secretary of the Navy when he recommended to Secretary MacVeagh of the Treasury Department that life-saving medals be awarded to Roy W. Akers, coxswain, United States cruiser Albany, and Thomas McDonald, gunner's mate on the Virginia. Secretary Meyer personally commended Martin F. Curran, gunner's mate of the Montana, for gallantry in jumping overboard to rescue a shipmate.



Say Chimmey dem Navy fellers is as crazy as de wimmen.
Hows dat?
Peachbasket hats and Wastebasket corsets.

G.W. Pardey U.S.S. Pennsylvania

NEW BATTLESHIP ACCEPTED

The new battleship Michigan was officially turned over to the United States Government by its builders September 1st. The latest acquisition to the United States fighting force is of the Dreadnaught class and one of the largest battleships afloat.

The Michigan was damaged on its recent trial trip and had to be sent back to the builders for repairs. With forty months allowed them, the builders had two months and nineteen days left them when they turned the ship over yesterday.

The Michigan on its trial trip exceeded the contract speed limit. She has a displacement of 16,000 tons and carries eight 12-inch guns. She is a sister ship of the South Carolina, recently built on the Delaware. The new ship will be commanded by Captain N. R. Usher and will remain at the Navy Yard until her full quota of officers and men are ready.

The battleship was built at the yards of the New York Shipbuilding Company at Camden.

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RAPID WORK ON SHIP

Phenomenal progress is being made in the construction of the battleship Delaware at Newport News. The contract calls for completion of the vessel by next August, or three years from the date of the contract, but it is reported that she will be ready for trial in October. Great Britain has been credited with rapid battleship construction, and the Dreadnaught, under the most favorable circumstances was put out in an unusually short time. But no record surpasses the rapidity of work on the Delaware, whose keel was laid in November, 1907. Work on the North Dakota, sister ship of the Delaware, at Quincy, Mass., has not progressed at so satisfactory a rate, owing to delays on account of the armor. The keel of the North Dakota was laid in December, 1907.

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The Secretary of the Navy has issued orders reducing the rations of inmates of naval prisons, forbidding talking at meals and limiting the privilege of smoking to three times a day. Prisoners are punished by losing one, two or all three of the smoking periods and by being placed on reduced diet.

The naval prisoner at best has not a very happy lot and it is not likely that the new regulations will be conducive to swelling the present enrollment. The tome of the new orders is that the men are placed in prison for punishment and that punishment can best be meted out by restricting the prisoners from the little things and habits they had before entering the prison.

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SUBMARINES RACE

The first race of submarine boats under the surface of the water was held in Narragansett Bay. The boats made a speed of between eight and nine knots, and that each showed strength and powers of endurance.

The courses were plotted with care so that the boats would be sure to keep apart, and the race was for a distance of two miles. As fast as the boats reached the finish line they made it known by coming to the surface. During the race they were lost to view for the entire course, as they were submerged beneath the tops of their periscopes.

The Cuttlefish won, the Viper was second and the Tarantula third. The Octopus, which is in a larger class, did not race. The Cuttlefish is in command of Ensign Simeon B. Smith, the Viper in command of Robert A. White, and the Tarantula in command of David A. Weaver.

* * * *

FREE SUNDAY ORDER

The draft of the general order making Sunday a "free day" in the Navy and doing away with the old time Sunday muster has been prepared in the bureau and probably will be sent to the various commanding officers early in October. The order states that Sunday liberty shall start as early as the exigencies of the service permit, and states that all work not necessarily urgent shall be held over Sunday.

Lieutenant Paul Foley, commanding the cruiser Dixie, parent ship of the Atlantic torpedo fleet, has made some important suggestions as to changes which should be inaugurated for adding to the comfort of the crews of the torpedo boats. Among the features suggested are the establishment of a canteen, the installation of bathrooms, the provision of a ship's library, and the employment of a ship's barber. These are considered necessary for the comfort of officers and men who are attached to torpedo craft, upon which vessels there is little opportunity for diversion.

* * * *

The Navy Department has received no suggestions from officers attached to the ships of the Atlantic fleet concerning the new color of the vessels. It is taken for granted, therefore, that the color is satisfactory and meets all the requirements of the nearest possible approach to invisibility at sea. Of course, it will be an easy matter to change the shade if it is found, by observation of the ships in service under various conditions or weather and position to be justified.

* * * *

The Searchlight published aboard the U. S. S. Idaho, and the Mesquito, printed on the U. S. S. New Jersey, are the latest additions to the ever increasing list of publications issuing from the print shops aboard ship. Both are newsy sheets, devoted to news of the ship and the service in general.

* * * *

The tug Navajo, now at the Navy Yard, Bremerton, Wash., has been assigned to duty at the Navy Yard, Mare Island, Cal.

The torpedo boat Farragut has been detached from the Pacific Torpedo Fleet and ordered placed in reserve at the Navy Yard, Mare Island, Cal.

The destroyer Preble, now in reserve at the Navy Yard, Mare Island, Cal., has been ordered placed in full commission. When commissioned and ready for sea the Preble will be assigned to duty with the Pacific Torpedo Fleet, taking the place of the Farragut.

The Mississippi, North Carolina, Montana, and New York will rendezvous at Hampton Roads on October 20th, and proceed in company on the 21st to New Orleans to participate in the celebration to be held in connection with the visit of the President to that city. The vessels will remain at New Orleans until November 3d, when they will proceed to their respective "home" Navy Yards.

The Kearsarge was placed out of commission at the Navy Yard, Philadelphia, Pa., on September 4th.

The Gloucester was turned over to the New York Naval Militia on September 3, 1909, at the Navy Yard, Boston, Mass.

The Maine was placed out of commission at the Navy Yard, Portsmouth, N. H., on August 31, 1909.

The battleship Michigan was delivered to the Government at the Navy Yard, Philadelphia, by the vessel's contractors on September 31st.

The Standish has been assigned to duty with the Atlantic fleet for duty as tender during the remainder of the target practice.

The Olympia, Hartford, Chicago, and Tonopah were placed in reserve at the Naval Academy, Annapolis, on September 28th.

The Kentucky was placed out of commission at the Navy Yard, Norfolk, Va., on September 28th.

The Des Moines left the Navy Yard, Boston, Mass., September 1st, for New York, en route to Guantanamo to resume duty in West Indian waters.

The Marietta left Navy Yard, Portsmouth, N. H., September 15th, for New York, en route to Guantanamo to resume duty in West Indian waters.

The Armored Cruiser Squadron (North Carolina, Montana, and New York) and the Scout Cruiser Division (Chester, Birmingham, and Salem) have been regularly assigned to the Atlantic fleet.

The mail address of the vessels of the First Squadron, Pacific fleet (Tennessee, California, South Dakota, Washington, West Virginia, Colorado, Maryland, and Pennsylvania), will be in care of the postmaster, San Francisco, Cal., until further notice.

* * * *

ITINERARY OF THE FIRST SQUADRON PACIFIC FLEET

For the Cruise to Asiatic Waters and Return

(The squadron comprises the Tennessee, California, South Dakota, Washington, West Virginia, Colorado, Maryland, and Pennsylvania. The Glacier will accompany the squadron as supply ship.)

Port	Arrival	Departure
San Francisco, Cal.		Sept. 5, 1909
Honolulu	Sept. 11, 1909	Oct. 5, 1909
Nares Harbor, Admiralty Island	Oct. 18, 1909	Oct. 24, 1909
Manila, P. I.	Nov. 1, 1909	....

The ships of the squadron will visit Chinese and Japanese ports as follows:

Tennessee—Washington:

Manila		Dec. 1, 1909
Woosung	Dec. 5, 1909	Dec. 27, 1909
Yokohama (coal)	Dec. 30, 1909	Jan. 19, 1910

California—South Dakota:		
Manila		Dec. 1, 1909
Yokohama (coal)	Dec. 7, 1909	Dec. 27, 1909
Woosung	Dec. 30, 1909	Jan. 13, 1910
Yokohama (coal)	Jan. 16, 1910	Jan. 19, 1910
West Virginia—Pennsylvania:		
Manila		Dec. 1, 1909
Hongkong (coal)	Dec. 3, 1909	Dec. 27, 1909
Kobe (coal)	Dec. 31, 1909	Jan. 19, 1910
Colorado—Maryland:		
Manila		Dec. 1, 1909
Kobe (coal)	Dec. 5, 1909	Dec. 27, 1909
Hongkong	Dec. 31, 1909	Jan. 12, 1910
Kobe (coal)	Jan. 16, 1910	Jan. 19, 1910

The squadron will reassemble off Yokohama on January 19, 1910.

Yokohama, Japan		Jan. 19, 1910
Honolulu	Feb. 1, 1910	Feb. 8, 1910
San Francisco, Cal.	Feb. 15, 1910	

The date given for the departure of the squadron from Manila—December 1st—is tentative, as it depends upon the completion of target practice.

* * * *

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED SEPT. 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At

***Alabama, battleship, 11,552 tons; New York.**
**Albany, cruiser, 3d class, 3,430 tons; Mare Island.
****Annapolis, gunboat, 1,010 tons; Tutuila.**
****Ararat, gunboat, 243 tons; Zamboango.**
****Arethusa, supply ship, 6,200 tons; San Francisco.**
***Atlanta, cruiser, 3d class, 3,430 tons; Charleston.**
***Bagley, torpedo boat, 175 tons; Hampton Roads.**
***Bainbridge, torpedo boat destroyer, 420 tons; Cavite.**
***Barry, torpedo boat destroyer, 420 tons; Cavite.**
*Biddle, torpedo boat, 175 tons; Washington.
*Birmingham, scout cruiser, 3,750 tons; Hampton Roads.
*Blakeley, torpedo boat, 175 tons; Washington.
**Buffalo, auxiliary, 6,000 tons; Mare Island.
**California, armored cruiser, 13,680 tons; Honolulu.
**Callao, gunboat, 243 tons; Shanghai.
*Castine, gunboat, 1,117 tons; Oyster Bay.
*Celtic, supply ship; Hampton Roads.
**Charleston, cruiser, 1st class, 9,700 tons; Hongkong.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser; 3,750 tons; Navy Yard, N. Y.
****Cheyenne, monitor, 3,225 tons; Mare Island.**
**Chicago, cruiser, 2d class, 4,500 tons; Annapolis.
**Cleveland, cruiser, 3d class, 3,200 tons; Hongkong.
**Colorado, armored cruiser, 13,680 tons; Honolulu.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; Hampton Roads.
***Constellation, sailing ship; Newport.**
***Culgoa, supply ship, 5,725 tons; South Drill Grounds.**
*Cumberland, sailing ship; Newport.
***Cushing, torpedo boat, 105 tons; Charleston.**
*Cuttlefish, submarine; Oyster Bay.
****Dale, torpedo boat destroyer, 420 tons; Cavite.**
**Davis, torpedo boat, 154 tons; San Pedro.
****Decatur, torpedo boat destroyer, 420 tons; Cavite.**
***De Long, torpedo boat, 196 tons; Boston.**
**Denver, cruiser, 3d class, 3,200 tons; Hongkong.
*Des Moines, cruiser, 3d class, 3,200 tons; Navy Yard, New York.
*Dixie, transport; Norfolk.
*Dolphin, gunboat, 1,486 tons; Navy Yard, N. Y.
*Dubuque, gunboat, 1,085 tons; Guantanamo.
*Dupont, torpedo boat, 165 tons; Washington.
***Eagle, converted yacht; Annapolis.**
****El Cano, gunboat, 620 tons; Cavite.**
***Ericsson, torpedo boat, 120 tons; Charleston.**
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
***Franklin, receiving ship; Navy Yard, Norfolk.**
**Galveston, cruiser, 3d class, 3,200 tons; Hongkong.
*Georgia, battleship, 14,949 tons; Hampton Roads.
*Glacier, supply ship, 7,000 tons; Sailed for Honolulu.

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**Goldsborough, torpedo boat, 255 tons; San Pedro.
**Grampus, submarine; Sausalito.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,7.0 tons; Annapolis.
**Helena, gunboat, 1,3.2 tons; Hongkong.
*Hist, converted yacht; Portsmouth, N. H.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Bremerton.
**Hull, torpedo boat destroyer, 408 tons; Hoods Canal, Wash.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; Hampton Roads.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Mare Island.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; Hampton Roads.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; San Diego.
*Louisiana, battleship, 16,000 tons; Hampton Roads.
*Macdonough, torpedo boat destroyer, 400 tons; Natchez.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Portsmouth.
**Maryland, armored cruiser, 13,680 tons; Honolulu.
*Mayflower, converted yacht; New York.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Jolo.
*Minnesota, battleship, 16,000 tons; Hampton Roads.
*Mississippi, battleship, 13,000 tons; South Drill Grounds.
*Missouri, battleship, 12,500 tons; Hampton Roads.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Southern Drill Grounds.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Newport.
*Morris, torpedo boat, 105 tons; Sag Harbor.
Nanshan, gunboat; Cavite.
*Nebraska, battleship, 14,949 tons; Hampton Roads.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; Hampton Roads.
*New Jersey, battleship, 14,948 tons; Hampton Roads.
*New York, cruiser, 8,150 tons; Southern Drill Grounds.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Hampton Roads.
*Octopus, submarine; Oyster Bay.
*Ohio, battleship, 12,500 tons; Hampton Roads.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Puerto Cortez.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Hampton Roads.
*Paul Jones, torpedo boat destroyer, 482 tons; Carra Inlet, Wash.
**Pennsylvania, armored cruiser, 13,680 tons; Honolulu.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Seattle.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Sausalito.
*Plunger, submarine; Oyster Bay.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Washington.
*Prairie, auxiliary, 6,620 tons; Hampton Roads.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons; Olongapo.
*Rhode Island, battleship, 14,4.8 tons; Hampton Roads.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; Hampton Roads.
*Samar, gunboat, 243 tons; Hongkong.
*Scorpion, converted yacht; Constantinople.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.
*Shubrick, torpedo boat, 200 tons; Washington.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; Honolulu.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
**St. Louis, cruiser, 1st class, 9,700 tons; San Francisco.
*Stockton, torpedo boat, 200 tons; Washington.
*Stringham, torpedo boat, 340 tons; Washington.
**Supply, supply ship, 4,460 tons; Guam.

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Texas, battleship, 2d class, 6,315 tons; Charleston.
*Tingley, torpedo boat, 165 tons; Natchez.
*Thornton, torpedo boat, 200 tons; Natchez.
*Tonopah, monitor, 3,225 tons; Annapolis.
**Truxtun, torpedo boat destroyer, 433 tons; Bremerton.
*Vermont, battleship, 16,000 tons; Hampton Roads.
*Vicksburg, gunboat, 1,014 tons; La Union.
**Villalobos, gunboat, 370 tons; Cruise up Yangtze.
**Virginia, battleship, 14,948 tons; South Drill Hampton Roads.
*Viper, submarine; Oyster Bay.
*Vixen, yacht, 806 tons; Camden, N. J.
Wabash, receiving ship; Boston.
**Washington, armored cruiser, 14,500 tons; Honolulu.
*Wasp, converted yacht; New York.
**West Virginia, armored cruiser, 13,680 tons; Honolulu.
**Whipple, torpedo boat destroyer, 433 tons; Hoods Canal, Wash.
*Wilkes, torpedo boat, 165 tons; Natchez.
**Wilmington, gunboat, 1,392 tons; Nimrod Sound.
*Winslow, torpedo boat, 142 tons; Bradford, R. I.
*Wisconsin, battleship, 11,552 tons; Hampton Roads.
Wolverine, gunboat, 695 tons; Buffalo.
*Worden, torpedo boat destroyer, 433 tons; Washington.
Yankee, auxiliary, 6,225 tons; Newport.
*Yankton, converted yacht; Boston.
**Yorktown, gunboat, 1,710 tons; Seattle.

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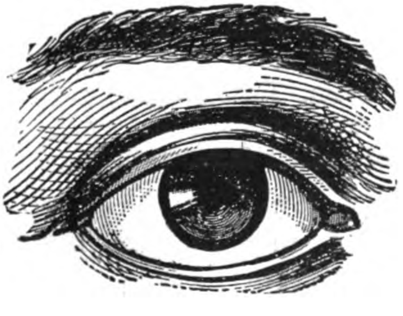

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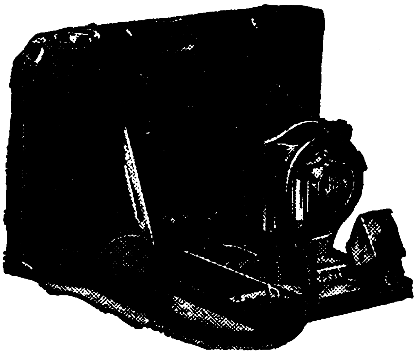

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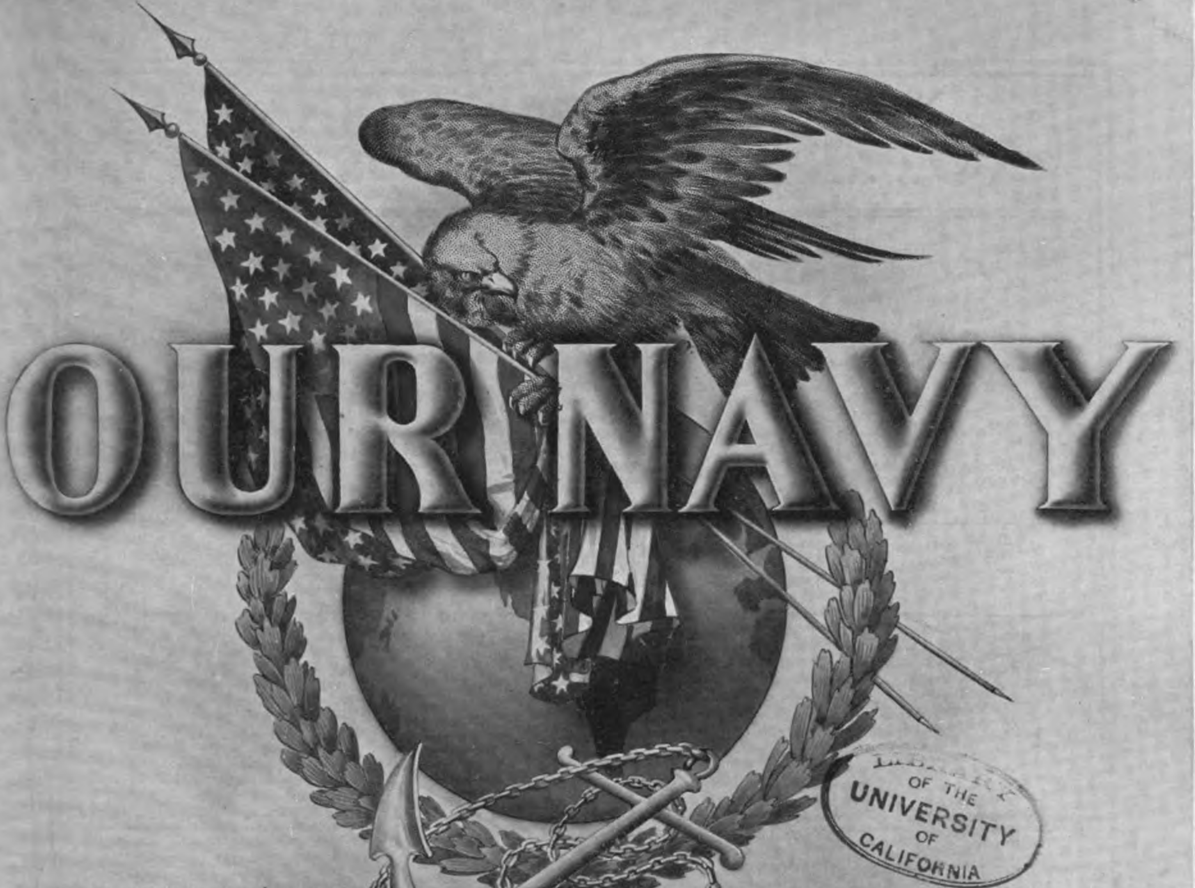

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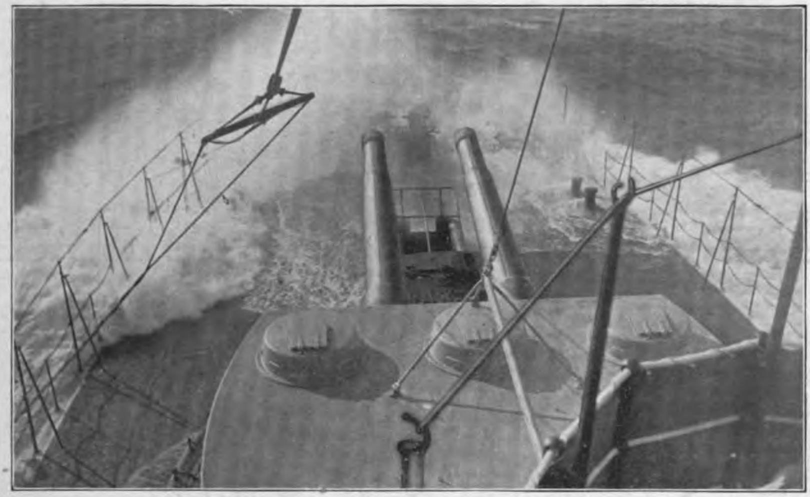

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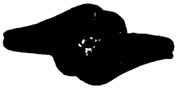

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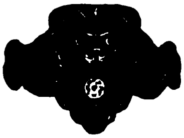

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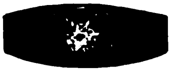

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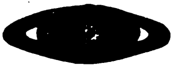

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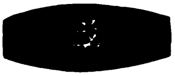

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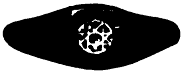

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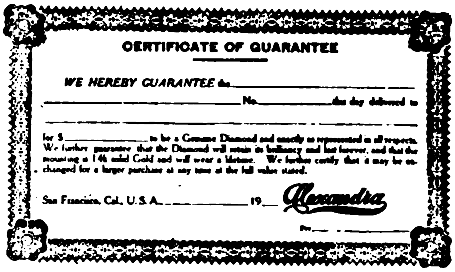

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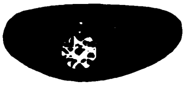

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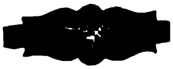

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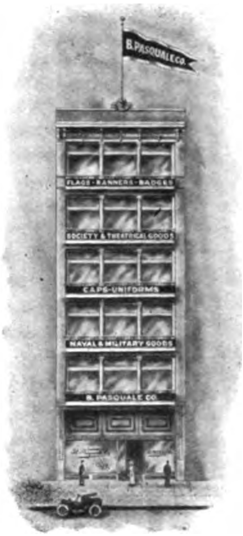

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Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION
(for San Francisco)
Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
‡1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
‡11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
‡1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
‡12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

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Steam Launch

9:00 A. M. Saturdays only

LEAVES OAKLAND MOLE
(for Station)
Steam Launches

7:20 A. M.	Daily except Sunday
8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

LEAVES FRANKLIN STREET, OAKLAND.
Steam Launch

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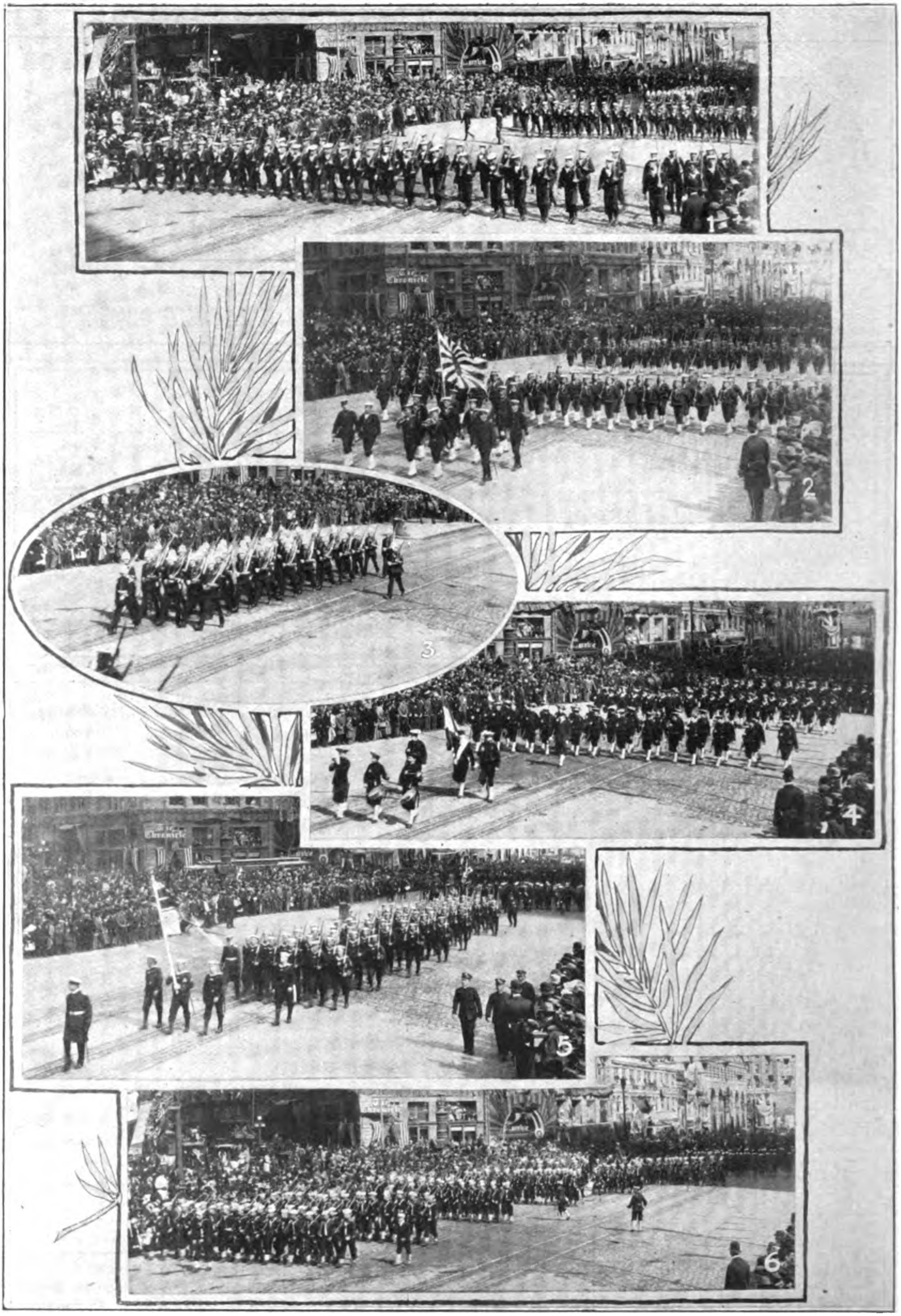
Commandant.

‡ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
** Trips marked thus not made on Wednesdays.



Sections of Parade, Portola Festival, San Francisco

1. English Sailors 2. Japanese Sailors 3. English Marines 4. Holland Sailors 5. German Sailors
6. American Sailors

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III NOVEMBER, 1909 No. 7.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.

PUBLISHED AND EDITED
BY
ENLISTED MEN
U. S. NAVY
AND
DEVOTED TO THE
ENTIRE SERVICE

NEW BATTLESHIPS

The new battleships, Arkansas and Wyoming, contracts for which have just been awarded by the Navy Department, will be wonderful fighting machines, not solely because of their unprecedented size and the power of their guns. Size and guns are comparatively simple features in comparison with the machinery for propelling them, and it is in this respect that they are a marked advance over the other battleships of the world's navies.

The new vessels have a combination of turbine and reciprocating engine. The Department and its experts on naval construction hit upon this plan only after exhaustive tests. One phase of these was the trip of the battleships around the world. On the cruise the officers and men almost forgot about guns and targets so absorbed were they in determining how many pounds of steam it took to send each ship through the water at certain speeds. This is a fetich in naval construction and it is likely to remain so for many years to come. Soon will the cry be for the man in front of the furnace instead of the man behind the gun, as the question of coal consumption is almost as important as hitting what one aims at.

While the fleet was away, three scout cruisers were launched. Two of them were fitted with turbine engines of different types, the Chester and the Salem, and one with reciprocating engines, the Birmingham. The Chester was tried out first. She established a speed record for ships of her class. The Salem's trials were not considered because of difficulty with bolts in her turbines which have since been removed. Then came the competitive races between the cruisers. On the lower speeds the Birmingham ploughed along in her old fashioned way and demonstrated very easily that the Chester, with her turbines, was a very extravagant type of ship in burning coal and consuming water. It was the case of the economy of old age—old age being the reciprocating engine—and youth the spendthrift. On the high speed race, however, the Chester's turbines hummed merrily and triumphantly, like youth with a good wind, while the engines of the Birmingham pounded themselves to pieces.

But the turbines ate up the coal. It was demonstrated that they were the only type of engine for the high speed now demanded of ships of war, but that the bunker capacity of battleships would have to be enlarged to keep them in steam. Now comes the combination of the two. The reciprocating engines will propel the ship on low speed and the turbines will be used when it is necessary to go the limit. It is possible that the next ships will use gas engines and eliminate steam altogether.

* * * *

NAVAL ENLISTMENTS

That portion of the annual report of the Bureau of Navigation which relates to the enlisted personnel shows a very gratifying condition of affairs.

While the number of enlistments for the past year was not quite as great as for the previous fiscal year (which was a banner year for enlistments), it was a very considerable increase over two years ago. And the number of men who actually applied eclipsed any other year in time of peace. There were 92,000 men who took the examinations for enlistment during the fiscal year ending June 30, 1909, 18, 723 of whom enlisted, as compared with 81,442 applicants the previous year, and 21,929 enlistments. During the fiscal year 1907 there were 45,691 applicants and 14,329 enlistments—an increase of over 100 per cent in the number of applicants for enlistment in two years.

To induce 92,000 men to apply is no small task. It is necessary to reach at least three times that many young men, and arouse their interest in the Navy. Many people who wonder why it should be necessary for the Recruiting Service to advertise so extensively do not realize the necessity for interesting so large a number of men. That the requirements are strict, and that a careful selection is being made, is evidenced by the proportion of men accepted last year—18,723—being slightly over 20 per cent of the total number examined.

Another cause for gratification is in the increase in re-enlistments. Two years ago 32.2 per cent of the men who were entitled to re-enlist, did so; in 1908, the re-enlistments increased to 57 per cent, and during the past year the percentage was 65. This is an indication that the enlisted men find the service attractive, and a larger proportion each year decide to make the Navy their permanent career.

Equally satisfactory is the decrease in desertions, from 9 per cent in 1908 to 5.5 per cent the past year. This has been due partly to more severe punishment for this offense, and greater efforts in apprehending deserters; but it is believed that the chief cause is the increased contentment of the bluejackets.

The percentage of American citizenship has increased from 93.1 in 1907 to 95.7 in 1909, and of American born men from 82 per cent in 1907 and 87 per cent in 1908 to 88.4 per cent in 1909.

* * * *

TO KEEP COAL RECORDS

There has been established at the Navy Department a new office which will have as its special duty the working out of records made in steaming efficiency of the vessels of the United States Navy.

Henceforth records in steaming efficiency of the Atlantic and Pacific fleets will be worked out on a competitive basis, as the target scores are worked out by the inspector of target practice and his assistants. Prizes will be awarded as indicated in General Order No. 26. The order in part says:

It is strictly forbidden to endeavor to save coal by restricting the use of power necessary for the proper training of the personnel, the general health of the crew and the efficiency of the ship. The winning vessels will receive suitable trophies, which will be carried for the following year in some conspicuous place, and the name of the vessel, with the year she won it, will be inscribed on each trophy. The commanding officer and engineer officers of the winning vessels will receive commendatory letters from the Department, copies of which will be filed with their records. Money prizes will be given to the men of the engineer's force of the winning vessels as set forth below, but no man not actively engaged on his station in the engineering department during one of the full power trials will be entitled to prize money. Shares are assigned to men of different rating as follows: Chief petty officers, $15; petty officers, first class, $10; petty officers, second or third class, $8; firemen, first class, $7; firemen, second class, $6; coal passers, $5. These prizes are to be paid in the same manner as gunnery prizes, and are to be exempted from checkage by sentence of a summary court martial.

* * * *

Miss Fannie Flusser, of New Albany, Ind., presented to the Navy Department on Tuesday a silver cup used by her brother, Lieutenant Commander Charles W. Flusser, who was killed during the Civil War. The cup will be presented to the torpedo boat destroyer Flusser, which will soon be placed in commission. Lieutenant Commander Flusser entered the Naval Academy in 1847. He was killed on April 19, 1864, near Plymouth, N. C., while attacking the Confederate iron-clad Albemarle with two frail wooden gunboats.

WITH THE FLEETS

The Pacific Fleet

After three weeks' arduous steaming trials the first squadron is still in Honolulu but resting preparatory to leaving for Nares Harbor, Admirality Islands, on a competitive steaming contest and speed trial. The Colorado and West Virginia have been undergoing minor repairs in Honolulu.

At Nares Harbor the fleet will continue its coal contests which, when finally completed, will be the most extensive coal and steaming reports, vessels of the United States Navy have ever submitted. The contests are all according to orders issued by the Department before the sailing of the fleet.

From Honolulu the fleet will steam to Nares Harbor on October 5th. A month will elapse before the vessels steam into Manila. Then the vessels will leave immediately for target practice and return to the capital of the Philippines in time to join the third squadron and celebrate with the citizens of Manila.

All hands on the ships are having excellent times. In Honolulu good liberties were the order of the day with swell treatment ashore. Liberty breaking was very infrequent owing to the fact that the ships were alongside the docks, according to several of the ship's papers.

The Atlantic Fleet

The Navy Department is giving considerable attention to tentative plans for the reorganization of the battleship fleet this coming spring. It is proposed to strengthen the fleet with the addition of the new battleships going into commission, retiring the older ships to reserve or placing them out of commission. The Wisconsin, New Jersey, Ohio and Missouri will be detached, according to present plans, and the North Dakota, Michigan, North Carolina and Delaware made the first division. These ships are four of the latest type known to naval Architecture and will make a division of the most powerful fighting craft afloat.

The Navy Department is giving consideration to the winter quarters of the Atlantic fleet. Admiral Schroeder has recommended that immediately after the Hudson-Fulton celebration all the ships go to their home docks for repairs, after which they shall spend the winter cruising in the West Indies. Several officers of the fleet and department authorities have different ideas. The proposition which appears most likely to be adopted, in case Admiral Schroeder's proposition is rejected, is that immediately after leaving their yards a long program of advanced battle tactics be carried out off the Virginia Capes. The fleet has had little opportunity for this work in the last two years, owing to its continued cruising. The program carried out at Manila Bay last fall was on a small scale, and, aside from that, there has been nothing since the work conducted by Admiral Evans off the Virginia Capes in August, 1907, preceding the beginning of the world cruise. Many of the officers favor this work. Following that it is suggested in higher circles that a cruise be made to Mediterranean waters. This whole subject will be referred to the General Board which will hold its first regular meeting on September 29th.

The Asiatic Squadron

The third squadron is returning to the home Navy Yards at Cavite and Olongapo in order to dock and present a fresh appearance to the first squadron when those vessels arrive in Manila Bay about December 5, 1909. Both squadrons will hold target practice. The third squadron will then cruise along the coast of China, while the first squadron will make two or three calls and then leave for the west coast of the United States.

Considerable talk is heard here about the sending home of the ships of the third squadron and the sending out of cruisers from both the east and west sides to replace them. The Denver will go first and will be followed by the Charleston, Chattanooga, Galveston and Helena. Just what ships will get these waters is not known, but it is believed that the Albany, New Orleans, Tacoma, Cincinnati and Raleigh will come. The Milwaukee will relieve the Charleston as flagship.

The torpedo flotilla, accompanied by its flagship, the Dale, has reached its home station in the waters of Manila Bay, at Cavite. The flotilla at present embraces the Bainbridge, Barry, Chauncey and Dale, with the old and popular Rainbow, known to every Navy and marine officer who has served in this part of the world. The ships made the journey from Shanghai in five days, having visited Nagasaki, Yokohama, Woosung, Yangtze River, as far as Nankin, back to Woosung, then to Shanghai and on home to Cavite. The flotilla was absent several months.

* * * *

A great deal of attention has been created by the model of the new Japanese ocean-going destroyer, Faifu, just placed on the stocks. She is a vessel of 1,060 tons, with turbine engines, and will have a speed of thirty-three knots. Another item of interest is the conclusion of the Japanese government to make a naval port at Toba, in Ice Bay, and construct coast defense there.

SOUTH CAROLINA TRIALS

The South Carolina, the latest and one of the largest additions to the United States Navy, completed her trial trips September 1st on the Lewes course. She has returned to the Cramp ship yards in Philadelphia and will be turned over to the Government this month.

The trial tests consisted of seventeen runs over a measured mile course. The highest speed attained was 20.52 knots, the average for the five highest speed runs being 19¼ knots. The standard set by the Government for the ship was 18½ knots, and 19¼ knots is the highest average speed attained by a vessel of this type.

The standard tests as to high and low speed and the consumption of coal necessary to attain these speeds demonstrated still further the efficiency of the South Carolina, for the coal consumption was lower in proportion to the speed obtained than any previous record.

Then she made a four-hour run at full speed. On this run she averaged 18.86 knots an hour, which was well over the contract speed. To get the speed she burned 1.39 pounds of coal per horsepower, which is the low record for coal consumption, being one-tenth of a pound under the average.

The four-hour run was finished at 12:30 p. m., and at 4 o'clock the ship started on a 48-hour run, the first half under the contract requirement of 17½ knots an hour and the second half at 12 knots an hour.

For the high speed run the average was 17.6 knots per hour and the coal consumption 1.87 pounds per horsepower. For the low speed run the average was 12½ knots per hour and the coal consumption 2¼ pounds per horsepower.

* * * *

The Department has issued the following special order to commanding officers regarding the care and preservation of all steering gear:

2. The transmission ropes or wheel ropes, as the case may be, are to be withdrawn and carefully examined at least once every six months. If they are in good condition they are to be well covered with Albany grease and graphite and replaced. If there is any evidence of stranding, the rope is to be repaired or a new rope rove off. When new ropes are roved, care is to be exercised that the stretch is taken up by the automatic tightener on vessels on which such tighteners are fitted, otherwise there is danger of the rope leaving the drum or sheaves. At the same time a careful examination is to be made of all keys in the transmission shafting to see that they are not loose and are properly seated.

3. The valve in the engine room in the exhaust pipe leading from the steering engine is to be locked wide open when the steering engine is being used. The steam valves on the pipes leading to the steering engine are also to be kept wide open at the same time.

4. The greatest care is to be taken that all bearings in the transmission gear be kept in good condition and well lubricated. Bearings that are difficult of access or those located in hot places are to be given special attention. As the entire weight of the ordinary type of warship rudder is carried on a floating ring on the top face of the rudder support, the oiling arrangements of the same are to be examined frequently and supplied with the proper lubrication.

5. Spaces such as those of some vessels above the conning tower in the vicinity of the bevel gears connecting the horizontal shaft from the bridge to the vertical shaft from the conning tower, are not to be used as storage places for clothing and other personal effects which may accidentally get into the transmission gears and jam them.

6. On vessels fitted with the Williamson steering engine, care is to be taken in shifting the gear from steam to hand that the locking pin of the main clutch is properly housed in the hole provided for the purpose and not improperly housed between the clutches.

7. Care is to be taken that the floating ring in the steering stand or the roller bearing fitted for carrying the weight of the vertical shaft is kept in adjustment so that the weight will not be taken on the lower bearings, which are not designed for that purpose.

8. The plugs in the encasing pipe of transmission rope are frequently to be removed and the pipe filled with graphite and Albany grease.

9. Emery, emery cloth, or any other gritty substance is not to be used for cleaning purposes on the bright work of the steering engine or its gear, since emery and grit get into the bearings and score and cut both pins and bearings.

10. When ships in commission are not underway and the steering gear is not in use the steering engine is to be turned over at least twice a week for the preservation of pistons, valve stems, and other working parts.

11. The result of the periodical examination of steering gear and a brief statement of the steps taken to remedy any defects found is to be entered in the log.

Men from Cruisers at drill, Navy Yard, Mare Island, Cal.

NAVY YARD NOTES

Mare Island, Cal.

An effort will be made by the commercial organizations of Vallejo and the other bay cities and prominent mariners to have the channel in San Francisco Bay to Mare Island deepened by the next Congress. Various reports of this channel have been made but it remains that to be of the greatest service the channel must hold more water.

A newspaper report says that Chief Yeoman Harris of the Buffalo is under arrest on that ship charged with confiscating government funds. It is alleged that he took a few dollars from the mess while acting as caterer. He is well known is Vallejo. His court martial will probably take place soon.

Completing a cruise to the Orient and back, lasting since May 29th, the United States cruiser Buffalo, serving as a naval transport, returned to Mare Island to await further sailing orders.

In the three months the cruiser has been absent from San Francisco the Buffalo has been under way almost continually, making only short stops at the ports it has visited. The Buffalo went first to Honolulu, from there to Guam, thence to Shanghai, and from there to Hongkong and to Manila. Its return trip was made by way of Guam and Honolulu.

The Buffalo took away 938 men and officers of the Navy and returned with 180 men, many of whom had completed their service. Others were prisoners and sick men from vessels and naval stations in the East.

One of the incidents of the trip was the rescue of a seaman in the Straits of Formosa in July, after he had fallen overboard. The Buffalo was logging twelve and one-half knots an hour. In five minutes the vessel had been stopped and boats were rescuing the man. L. J. Schaffer, an ordinary seaman, was the man who fell overboard.

As soon as the Buffalo passed quarantine all on board, including sixteen officers, were compelled to present their belongings to as careful inspection as if they had arrived on a liner.

The amount of supplies prepared at this yard for the eight big cruisers of the Pacific fleet during the present voyage to the Philippines may be estimated by the fact that when the supplyship Glacier left here she carried aboard $107,807 worth of provisions alone. Another big shipment at the yard consists of the floating targets, anchors, etc., to be used during target practice at Magdalena Bay before the return of the cruisers to this port in February. They will be forwarded to Magdalena Bay aboard the Albany, which is expected to leave shortly after the Portola festival. It is probable that the tug Navajo will accompany the Albany south, towing some of the equipment. The destroyer Preble, which has been under repair here, left for a trial spin in San Pablo Bay, but was forced to return owing to some trouble with her high pressure cylinders, not of a serious nature.

Brooklyn, N. Y.

New specifications have been prepared by the Bureau of Yards and Docks for the completion of Brooklyn Dry Dock No. 4, the contract for which was recently annulled on account of the unsatisfactory work which was being done by the contracting company. The Navy Department is anxious to have this work completed as soon as possible on account of the shortage in docking facilities on the east coast.

* * * *

Bremerton, Wash.

The preliminary plans for the new marine barracks and officers quarters have been sent to the local authorities for final estimates before the Department stamps its approval. The buildings will be of the handsomest.

The gunboat Concord will not be able to come to this yard as soon as was expected, owing to the fact that the Supply which was due to leave Guam for Shanghai to give all hands liberty. The Concord will remain at Guam until the Supply returns for its cruise to the Orient which will be about December 1st. The Concord will then leave for the Bremerton Navy Yard.

It is reported that the cruiser St. Louis will return to this yard as soon as the Portola festival in San Francisco is finished. The greater part of her crew will be transferred to the Milwaukee and put that ship into full commission on about November 1st. The Milwaukee is to go to the Asiatic station to relieve the Charleston as flagship of the third squadron of the Pacific fleet.

The Truxton had bad luck in her torpedo practice. Three of her torpedoes proved bad. The main trouble was in getting the necessary speed out of the projectile. The Hopkins lost three torpedoes while the Hull dropped one. The Whipple lost one overboard and two of the remainder were bad.

Captain V. L. Cottman, U. S. N., has arrived to assume the duties of captain of this Navy Yard to succeed Commodore D. H. Mahan, retired, who was compulsorily retired about two months ago. Captain Cottman was captain of this yard for about a year, leaving that position two years ago to take command of the cruiser California. He was succeeded at this yard by Captain D. H. Mahan, who was the captain of this yard until retired about two months ago.

Commander Marbury Johnson, ordnance officer of this yard, has been the acting captain of the yard since the retirement of Commodore Mahan.

A despatch from Manila says that a new record in docking warships was made when the cruiser Charleston of the Asiatic Squadron was docked, scraped, painted twice and taken out of the dock at Olongapo Navy Yard in nine hours. It is the intention of the Navy Department to make a series of docking speed tests here to see how quickly a fleet could be put into seagoing condition in an emergency. Officers of the Olongapo Navy Yard expect to be able to dock the vessels of the Pacific fleet, under Rear Admiral Sebree, now on its way from the Pacific Coast, at the rate of one ship a day.

The torpedo boat destroyer Paul Jones and the naval tug Navajo were taken out of the dry dock after undergoing repairs for about six weeks. The Paul Jones had several new plates put on her hull and the Navajo had a new tailshaft installed.

The Bureau of Construction and Repair of the Navy has received a general survey of necessary work on the cruiser Pennsylvania amounting to $30,000. This work will be done at the Bremerton Navy Yard at the end of the present cruise of the Pacific fleet.

* * * *

Portsmouth, N. H.

The report of the Secretary of the Navy approving the findings of the summary court martial in the case of Chief Boatswain's Mate Frank R. Bitter has been received. There were two charges against Bitter. The first charge was inefficiency in the performance of duty at the time of the sinking of the tug Nezincott off Cape Anne last August. Upon this the court martial found him guilty and sentenced him to six months' imprisonment and to be dismissed from the service.

The second charge was cowardice in abandoning Captain Evans, Surgeon Trotter and Seaman Belfrie. The court acquitted Bitter on this charge. In passing sentence for the inefficiency charge the court gave Bitter the maximum. Had he been found guilty of the charge of cowardice any punishment could have been assigned.

In the cases of the remaining men who were in the boat with Bitter at the time of the sinking of the tug no report has been received. These courts have been the sensation of the station for the past six weeks.

* * * *

At the Charleston Navy Yard will be delivered the Narwhal, the first of the seven new submarine boats which have been built at the Fore River yards, Quincy. At intervals of three days the Tarpon, Stingray, Bonita, Snapper, Grayling and Salmon will be delivered to Rear Admiral William Swift, commandant of the Navy Yard, as the official representative of the Navy Department.

They will be the first submarines ever at the local yard other than the two small ones which were strapped to the deck of the collier Caesar when she was at the yard a couple of months ago to receive additional supplies before sailing for the Philippines.

Scout cruisers Salem, Commander Albert Key, and Birmingham, Commander Howard, reached the harbor from New York, where, with the Atlantic fleet, they participated in the Hudson-Fulton celebration last week. The ships, the speediest of their class afloat, will undergo some slight repair work. The battleship Missouri, also from New York, arrived.

Orders have been received that the battleships Vermont, Missouri and New Jersey, and the cruiser New York, which will return to this yard from New Orleans on November 5th, must be ready to sail on November 29th to join the fleet for the winter evolutions.

The first step in making this port the northern base for fuel oil for torpedo boat destroyers is believed to have been taken in the awarding of a $20,000 contract for the construction of an oil storage house at the local Navy Yard. The contractors are now on the ground and will begin work within two weeks.

The United States Navy is soon to place in commission fifteen new torpedo boat destroyers. The question of stations where fuel oil can easily be obtained, both on the north and south Atlantic coast, has been under consideration in Washington for some time.

The stations may be established on the Delaware breakwater and Portsmouth. From the former port, it is said, which a construction contract was recently issued, will carry oil to the boats when they are in far South waters.

No move has been made toward starting work on the battleship Maine, which has now been out of commission for two weeks. Owing to the delay it is feared that work in some of the shops in the yard may be slackened. It is not thought that anything will be done until after November 1st at the earliest. Seventy-five men are at work on the gunboat Marietta making general repairs. The yard officers say that two new propellers and fire control should be added, and, should their plans be approved, this would mean employment for a while.

It is understood that the Wisconsin and New Hampshire will later be sent here.

Pensacola, Fla.

While reports are reaching the city to the effect that the Navy Yard at Pensacola will be among those to be closed down some time in the future, along with the New Orleans, Philadelphia and other yards, residents and employees of the yard do not believe that the yard will be put entirely out of commission, but will continue to be operated about as it is at present until the Navy Department adopts a different system and operates the yard as formerly. Expenses at the local yard have been cut almost to the minimum, and for weeks the yard has been operated at about one-fourth the cost heretofore. The order to curtail came early in the year, and when it was issued assurances were given by the Secretary of the Navy that no future orders would be issued to reduce the force further. Florida senators and congressmen are also alive to the fact that this section is looking to them to not only keep the Navy Yard in commission, but to increase the amount of work which is now allotted to the yard. They have the promise of Secretary Meyer that this will be done within a short time, and instead of a decrease, an increase is being looked for.

* * * *

The Newport News Shipbuilding Company, the builders of the new battleship North Dakota, asked for a trial for that ship off the Maine coast on October 20, 1909. The trials began on that date and will be continued until the vessel is accepted or rejected by the Government. Reports say that the North Dakota is making a knot more than her specifications call for.

* * * *

THE JIMMYLEGS

By Robert Bruce

Who is this man with the soft, soft tread,
Whose voice sounds out like a demon's dread,
Who brings your ration of water and bread?
The Jimmylegs.

Whose shout ushers in the dawn of day,
With "show a leg" and "come out of the hay,"
Who dumps our bottles into the bay?
The Jimmylegs.

Who stops the game in the for'ard hold,
Who's hands twitch most at the clink of gold,
Who's feared at times by the weak and bold?
The Jimmylegs.

Who, after the beach and a lovely fight,
When your hair's awry and your clothes a sight,
Who tells the skipper "from liberty, tight?"
The Jimmylegs.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

NOVEMBER, 1909

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

SUBSCRIPTIONS IN ADVANCE.

One Year	$1.50
Single Copies	.15

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A FREE SUNDAY

Now that the Department has seen fit to make Sunday a day of no work and no inspection it remains for some antiquated society to arise from its littleness and proclaim to the world that Sunday sports in the Navy should be stopped.

It all comes out of an affair at Provincetown, Mass., where, it seems, several of the men from the Atlantic fleet acted other than they should have. All good sailors will agree that sometimes some one runs amuck on Sunday and then things happen that were better undone. But it also happens, and more frequently, on Monday, Tuesday, and so on.

Sunday in the Navy depends a good deal where a ship happens to be. Now at Provincetown it is possible that games should not be played on Sunday and the liberty parties should wear long faces and sanctified airs instead of hitting the beach with light hearts and smiling faces. Yes, Sunday in the Navy is not all it could be, from an Epworth League standpoint, but it just about suits a perfectly normal man.

The Honorable Secretary of the Navy is right in his answer. The bluejacket should conform to local law in regard to Sunday, but we wager no captain will take his men where they will be forced to sit on soap boxes and twiddle their thumbs whenever they get a chance to make a liberty. We can do that aboard ship and with a great deal more eclat than our brothers of the smoked herring and cracker box.

* * * *

THE PORTOLA FESTIVAL

With war vessels representing six nations in attendance the Portola festival commemorating the discovery of San Francisco Bay by Don Gaspar de Portola started in San Francisco Tuesday, October 19th. The first foreign warship to arrive was the Japanese cruiser Idzumo. She was followed by the Noord Brabant representing the Navy of Holland, the Bedford, Algerine and Shearwater of the English Navy, the Calabria of the Italian Navy, and the Arcona, a German cruiser.

Visits of courtesy occupied the captains of the various ships during the days previous to the opening of the festival. Men from the several ships were ashore. The morning of the 19th the festival opened with a grand military parade. The first in line were the mounted police followed by artillery, foot and mounted, cavalry and a detachment from the signal corps. The naval contingent was headed by the naval brigade from the California militia. Ten companies from the U. S. S. St. Louis, U. S. S. Albany, U. S. S. Yorktown and the U. S. Naval Training Station followed. Immediately after came detachments from each of the visiting warships making the most cosmopolitan military parade ever held in San Francisco.

Several entertainments for the enlisted men were provided by the Portola committee. Sailors from every ship, in uniform, were allowed to ride on street cars free. The Naval Y. M. C. A. posted notices in each language and made every possible arrangement to make the stay of the foreign sailors as pleasant as possible. Too much can not be said for the work of Secretary Martin and his assistants on this occasion. On Thursday evening, October 21st, the Naval Y. M. C. A. entertained the chief petty officers of the foreign ships, the American ships and the training station. On Friday evening, October 22d, the petty officers and seamen of the same ships and station were given a dinner and smoker. Throughout the entire week receptions and entertainments were open to men in uniform and not once was the oft repeated howl of "unfair to the uniform" heard. San Francisco certainly welcomed her guests.

A subscription from the enlisted men of the fleet of two days' pay each was made for the purpose of giving a royal dinner and blow-out in honor of the bluejackets of the five foreign nations represented. The hall was decorated in colors of the various nations and refreshments were plentiful. It was one of the best managed naval entertainments ever held on the West coast and reflects credit on the American Navy. It was the largest gathering of enlisted men during the Portola festival.

A second parade on Thursday, October 21st, was participated in by the military and naval organizations and in addition civic and municipal bodies.

Visiting hours on all the warships were from 1:00 p. m. to 4:00 p. m. Large crowds took advantage of the opportunity to view the strange vessels and launchmen were overwhelmed with the numerous parties seeking to visit the fighting craft.

The festival ended Saturday evening, October 23d, with a grand illumination by the warships and merchantmen in the bay.

The warships present were:

United States—St. Louis, 10,000 tons; length, 424 feet; beam, 66 feet; draught, 25½ feet; indicated horsepower, 21,000; built in Philadelphia in 1906; cost, $2,815,150; complement, 664 men.

Albany, 3,450 tons; length, 330 feet; beam, 43¾ feet; draught, 17½ feet; speed, 19.1 knots; complement, 300 men; built January, 1899.

Yorktown, 1,710 tons; length, 230 feet; beam, 36 feet; draught, 16½ feet; indicated horsepower, 3,392; Built in Philadelphia in 1889; cost, $467,480; complement, 195 men.

The United States naval display also included the torpedo boat destroyers Whipple, Perry, Lawrence, Davis, Truxtun, Paul Jones, Hull, Hopkins, Preble and Goldsborough.

Japan—Armored cruiser Idzumo, 9,750 tons; length, 400 feet; beam, 68½ feet; draught, 24¼ feet; indicated horsepower, 17,300; speed, 21 knots; built in England in 1901; complement, 672 men.

Great Britain—Armored cruiser Bedford, 9,800 tons; length, 440 feet; beam, 66 feet; draught, 24½ feet; indicated horsepower, 22,457; speed, 23 knots; built in Fairfield in 1903; cost, $3,500,000; complement, 687 men.

Great Britain is also represented by the special service ships Shearwater and Algerine.

Germany—Third class cruiser Arcona, 2,657 tons; length, 328 feet; beam, 38½ feet; draught, 16 feet; indicated horsepower, 8,000; speed, 21½ knots; built in Bremen in 1903; cost, $1,172,500; complement, 249 men.

Italy—Third class cruiser Calabria, 2,428 tons; length, 249 feet; beam, 42 feet; draught, 16 feet; indicated horsepower, 4,094; speed, 17 knots; built in Spezia in 1897; cost, $915,600.

Netherlands—Cruiser Noord Brabant, 3,696 tons; length, 310 feet; beam, 49 feet; draught, 17¾ feet; indicated horsepower, 10,000; speed, 20 knots; complement, 333 men.

* * * *

THE UNIFORM ARGUMENT

A member of the Yorktown's crew, who signs himself "The Rejected," has taken exception to "The Barred From Agitation" editorial which appeared in last month's Our Navy. His exception is well taken. The editorial was not intended to cast reflection upon the members of the Yorktown crew who were refused admittance to a Seattle dancing pavilion, but it was intended to strike at a certain class of individuals the Navy harbors who, with snobbishness and caddishness, do injury to the Service, while on liberty.

The editorial in question was written by an enlisted man, who was in Seattle when the dance hall controversy occurred. It was run as an editorial because this magazine believed that the general tone of the article was true. There are some men who incline to the "college graduate" stunt and our shipmate from the Yorktown probably deplores their existence as much as anyone.

It is not meant to belittle the man who has had the advantage of a college education. This sort of man seldom parades his educational advantage in the way suggested. It is the man who affects the ways of the Sunday paper college man who injures the Service and Our Navy honestly believes that a great deal of the uniform agitation is caused by this class of men.

For any stigma that may have become attached to the Yorktown through the recent editorial Our Navy wishes to correct and apologize for. Our sayings were meant to be general.

U. S. S. Yorktown,
San Francisco, Cal., October 14, 1909.

To the Editor of Our Navy.

Dear Editor: On reading your article entitled "The Barred From Agitation," in the October issue of your highly entertaining pamphlet, I decided to write and give you my personal version of the affair. I happen to have been one of the principals in the case and feel that I am qualified to do it justice.

It is very evident from the trend of your narrative that you are decidedly on the wrong tact if you are laboring under the delusion that the Messrs. Redding Dancing Academy (this being the one to which we applied for admission) is either an establishment patronized entirely by the elite or for the purpose of teaching youngsters the mysteries of the fascinating two-step. From all outward appearances it is very much on the order of Dreamland or any other of the public dance halls.

Why a man in uniform is an undesirable candidate for admission in such a place is beyond my, granted, meager comprehension.

While not claiming to number in my possessions a Harvard sheepskin or even that I hail from one of the first families of Virginia, I do not remember ever having been told that my presence was undesirable, especially in a public dance hall.

There is one expression in your article that I fear I don't exactly catch your drift; it is the passage that suggests that we hit the beach with a splash and a broad grin. It is a foregone conclusion that when ashore we are on pleasure bent and would hardly on such occasions be wearing a frozen frown, much less standing on the street corners soliloquizing.

Just one more thing, most worthy Editor, before bringing this to a close; in the future, previous to indulging in criticism, if the subject on which you are going to exploit your ideas was a happening which occured some 800 miles from your present stamping grounds, it would not be altogether a phony suggestion to get a few more facts of the case other than can be acquired through the press.

At all events, we, the subject of your very bombastic outburst, have the faculty of considering the source, and take pleasure in signing ourselves,

"The Rejected."

* * * *

NOTICE

Will Eldars G. Borst please write to his mother as she is prostrated and wants to hear from him at once.

(Other service papers please copy.)

* * * *

The new torpedo boat destroyer Reid broke all records for speed on the Rockland course off Rockland, Me., on October 6th. It was the fastest standardization trial on record also. The fastest mile was 34.548 knots and she made twenty-two runs over the measured mile course in less than three hours. The mean time of her five-knot test was 33.75 knots an hour. She was built by the Bath Iron Works. The Reid is the third ship of her class to be accepted by the Department. Her sister ships, the Smith and Flusser, made 32 knots and 33.7 knots an hour respectively.

"OUR NAVY" TROPHY BASEBALL SERIES

Honolulu, September 27, 1909.

In the first game of the series for Our Navy trophy the U. S. S. West Virginia defeated the U. S. S. Colorado by a score of 2 to 0.

	1	2	3	4	5	6	7	8	9	
West Virginia..	1	0	0	0	0	1	0	0	0	2
Colorado.......	0	0	0	0	0	0	0	0	0	0

Two base hits—Monroe, McGinn. Sacrifice hits—Wallace, McCoy. Struck out—By English 6, Schaeffer 4, Harris 2. Innings pitched—By English 2, Schaeffer 7, Harris 9. Hits—Off English 1, Schaeffer 2, Harris 7. Umpire—Mid. Cox and Hurd. Scorer—H. E. Morin.

Honolulu, September 30, 1909.

In the second game of the series of Our Navy trophy the U. S. S. West Virginia defeated the U. S. S. Colorado by a score of 18 to 1.

	1	2	3	4	5	6	7	8	9	
West Virginia.	4	1	2	0	2	0	2	0	7	18
Colorado......	0	0	0	0	0	1	0	0	0	1

Three base hit—Monroe. Two base hits—Reed 2, Schaeffer 2, Maier. Sacrifice hits—Fuller 2, Legge 2, Phelps, Flecken, Gilliam. Left on bases—West Virginia 7, Colorado 3. Hit by pitcher—Monroe. Struck out—By Knife 2, Hake 7, Reed 9. Umpires—Harris and Fowler. Scorer—H. E. Morin.

Honolulu, October 1, 1909.

In the third game of the series of Our Navy trophy the U. S. S. West Virginia defeated the U. S. S. Colorado by a score of 15 to 7.

	1	2	3	4	5	6	7	8	9	
West Virginia.	3	2	2	1	1	2	0	2	2	15
Colorado......	0	1	1	1	1	1	2	0	0	7

Three base hits—Knife, Phelps. Wild pitch—Ward. Double play—Troutbetter to Whitbeck. Hit by pitcher—McGinn, Snyder, Keef, Alford. Sacrifice hits—Petters, Legge. Umpire—Harris.

In the second game of the series for Our Navy trophy the U. S. S. West Virginia defeated the U. S. S. Pennsylvania by a score of 6 to 1.

	1	2	3	4	5	6	7	8	9	
West Virginia..	4	0	0	2	0	0	0	0	0	6
Pennsylvania...	0	0	0	0	0	0	0	1	0	1

Two base hit—Monroe. Sacrifice hits—McGinn, Fuller, Snyder, Monroe. Double play—McGinn to Legge. Struck out—By Schaeffer 12, Harris 2. Hits—Off Harris 10, Schaeffer 2. Umpire—Mid. Cox.

Standing of the Teams for "Our Navy" $300 Trophy

Team	Games Played	Won	Lost	Pct.
U. S. S. W. Virginia...	16	13	3	.812
Naval Training Station	14	10	4	.714
U. S. S. Tennessee....	5	3	2	.600
U. S. S. Cheyenne....	12	7	5	.583
Mare Island Marines..	9	3	6	.333
Torpedo Flotilla	1	1	0	1000
U. S. S. Pennsylvania.	4	1	3	.250
U. S. S. Colorado.....	5	0	5	.000
U. S. S. California....	10	0	10	.000

The First Ten Leading in Batting Average for Individual Prize ($47.50 Howard Watch)

Players who have not played in six or more games are not listed.

Name	Team	Games Played	AB	Hits	Pct.
Ch. Scott	Naval T. Sta.	14	52	23	.442
Monroe	West Virginia	15	60	26	.430
Alworth	Cheyenne	12	52	18	.346
Healey	California	9	41	14	.340
Snyder	West Virginia	16	80	24	.333
Burke	Mare I. Marines	7	30	10	.333
Fowler	Naval T. Sta.	8	28	8	.320
Dunham	Cheyenne	12	45	14	.311
McGillis	Mare I. Marines	8	31	9	.290
Larimer	Naval T. Sta.	14	48	14	.291

First Ten Leading in Runs for Individual Cup

Name	Team	Games Played	Runs
McGinn	West Virginia	16	20
Monroe	West Virginia	15	16
Snyder	West Virginia	16	15
Reed	West Virginia	15	14
Ch. Scott	Naval T. Station	14	13
Reber	Cheyenne	12	13
Schaefer	West Virginia	13	14
Maier	West Virginia	15	11
Larimer	Naval T. Station	14	10
McGillis	Mare I. Marines	8	10

* * * *

NEW TELEGRAPH CODE

A want long felt in the Navy has been filled by the publication of a new telegraph and cable code prepared for the use of officers and men of the Navy and Marine Corps and their families.

This code contains over 4,400 carefully selected words and phrases, all of which have been specially prepared with a view to securing an economical as well as a useful means of communication. The code words are all manufactured and consist of five letters each. The rules for cabling allow manufactured words of ten letters each, so that two code words can be joined together and sent for the price of one word.

One of the features of the code is an ingenious device by means of which the score of the annual Army and Navy football games can be sent as one word.

The code contains very complete phrases relative to leave of absence, movements of ships, repairs, sickness, health, etc., and information that an officer or man of the Navy would be likely to send to his family.

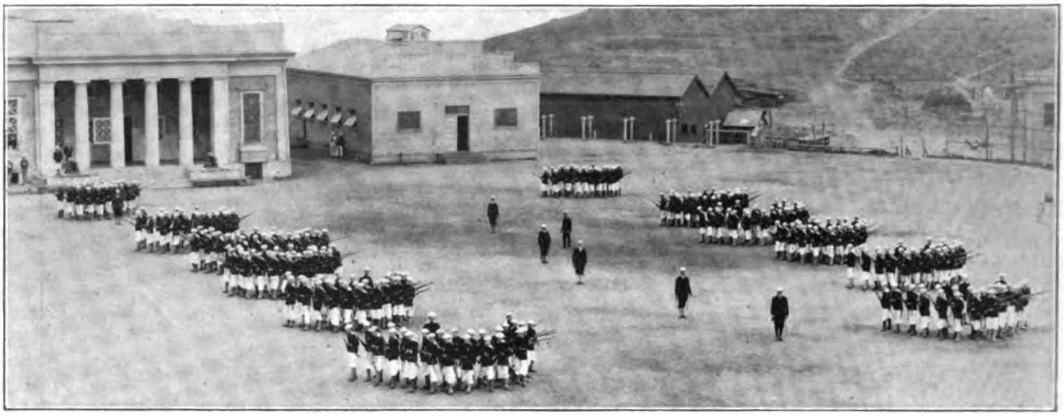
The Bureau of Equipment has placed an order with the publishers for a sufficient number of these codes to equip both the ship's and the crew's libraries on board all vessels of the Navy.

Officers and enlisted men in the Navy who expect cablegrams should invariably have the mail orderly register their cable address at the cable office. This address need not consist of more than one word, the name of the place being the other word of the complete address. Thus, the cable address of Charles Noble, ship's cook, first class, of the Michigan, at Gibraltar, could be simply "Noble, Gibraltar," provided the cable office on shore was notified of the fact.

Similarly the cable address of Mrs. Noble could be "Noble, Brooklyn," provided her full local address is registered at the telegraph office in Brooklyn. Should Mrs. Noble, however, live in Portland, Maine, it would be necessary to address her "Noble, Portland, Maine," to insure delivery of the cable, as there are other cities in the United States named Portland.

* * * *

Plans were made by the Navy Department some time ago for constructing harbor entrance piers at the naval training station at North Chicago, Ill., and bids were recently received from contractors for prosecution of the work. These bids were all in excess of the allotment made for the purpose, and they were accordingly rejected. Therefore, it will be necessary to revise the plans and specifications, and to invite new bids. The sum of $75,000 is available for the work, and the lowest bid recently received was $96,000. With the completion of these piers, all the important work at the station will be finished, with the exception of road and walk work. It had been hoped to commence the use of the station for training purposes by next July, but it is now feared that the pier work will not be sufficiently advanced by that time to make this possible.



Apprentice Seamen, at Drill Naval Training Station San Francisco

STATION NOTES

The apprentice seamen battalion landed in San Francisco at 9 a. m., October 19th, and participated in the opening parade of the Portola festival. The battalion was commanded by Lieutenant Kurtz and Surgeon Munger. Five companies were formed from the men from this station and five were sent from the ships. The company commanders were Chief Quartermaster Raahauge, Chief Quartermaster Grosskopf, Chief Gunner's Mate Stewart, Chief Boatswain's Mate Anderson and Master-at-Arms, first class, Fowler. Wm. Landes, MAA1'c, acted as adjutant.

The parade formed on East street south of the Ferry building.

Route of Parade.—Market street to Van Ness avenue, to Golden Gate avenue; down Golden Gate avenue to Market street; down Market to Stockton street; up Stockton street to Post street; up Post street to Powell street; down Powell street to Geary street; down Geary street to Stockton street; forming a hollow square completely around Union Square Park.

The battalion returned at 2 p. m., after being heartily congratulated by the reviewing authorities for their military bearing and excellent physique.

The apprentice seamen were given liberty from 8:45 a. m. on October 20th and 21st until 7:15 the following morning to see the festival. The battalion landed a second time on October 21st. The route of parade this time was as follows: Started from East and Market streets; up Market street to Van Ness avenue; up Van Ness avenue to Golden Gate, countermarching on Van Ness avenue to Market; out Market street to Valencia street, along Valencia street to Fifteenth street; up Fifteenth street to Dolores street; Dolores to Seventeenth street; down Seventeenth street to Valencia street, and down Valencia to Market street to Reviewing Stand at Marshall Square at Eighth and Market streets.

* * * *

Twelve officers from the Japanese cruiser Idzumo visited the station on October 13th and were escorted through the barracks and grounds by Commander Eberle, Lieutenant Kurtz, Surgeon McCullough, Paymaster Greer, Paymaster McMillan and Chaplain Scott.

* * * *

Captains of the various ships of foreign navies in the harbor for the Portola festival kept the quartermasters and marine guard of the ship busy during the week. Official calls were numerous.

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Rear Admiral Phelps, commandant of Mare Island Navy Yard, visited Captain Eberle on October 13th. Rear Admiral Phelps raised his flag on the St. Louis during Portola week.

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The apprentice seaman battalion, under command of Lieutenant T. R. Kurtz, landed in Oakland on October 5th and participated in the presidential parade in that city. Surgeon Kaufman was with the landing force.

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After being painted and docked the Intrepid returned from Mare Island October 4th and anchored in her berth alongside the long dock at the training station. The Vigilant returned the week before with her upper works painted spar color instead of the usual black.

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The new shacks for the detention camp are being erected and apprentice seamen in detention this rainy season will be better housed than ever before on this station.

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The new electrical machinery for the station power house was installed last month. This was made necessary by the completion of the Marine barracks, which building will be furnished with electricity from the station dynamos.

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The University of California quartette entertained the crew and apprentices on the evening of October 8, 1909.

The program was as follows:

Allan R. Powers, first tenor; Frank S. Baxter, second tenor; Harold Brayton, first bass; Herbert B. Johnson, second bass; Coleman Schwartz, monologist.

1.—Hail to California, Varsity Quartette; 2—Gunga Din (Kipling's Barrack Room Ballads), Allan R. Powers; 3—Schneider's Band, Varsity Quartette; 4—Monologue, Coleman Schwartz; 5—Medley of Popular Songs, Varsity Quartette; 6—Rag Time Melodies, Harold Brayton; 7—Mandy Lee, Varsity Quartette; 8—Danny Deever (Kipling), Allan R. Powers; 9—The River Shannon, Varsity Quartette; 10—Monologue, Coleman Schwartz; 11—All Hail, Blue and Gold.

* * * *

Trinity Episcopal Church, San Francisco, was the scene of a beautiful wedding on Wednesday evening, September 29th, when Miss Helen Wilson, daughter of Mr. and Mrs. John Scott Wilson, became the bride of Paymaster Walter A. Greer, U. S. N., attached to the San Francisco Naval Training Station. Pink was the dominant color in the decoration. Mrs. Frederick Scott was matron of honor and Miss Rhoda Niebling the honored maid. The flower girl was Laura Coffee. The bridesmaids were Miss Florence Braverman, Miss Marian Lally and Miss Katherine Hutchinson. Paymaster James F. Kutz, U. S. N., was the best man, and the ushers were Assistant Paymaster James F. Helm, Assistant Surgeon John B. Kaufman, Lieutenant Thomas R. Kurtz, Lieutenant Kirby B. Crittenden, Ensign Harvey Delano and Civil Engineer Frank T. Chambers, U. S. N. The Episcopal wedding service was read by the Rev. Frederick Clampett, rector of Trinity Church.

The commissary force of the training station presented the bride and groom with a cake which was an exact replica of the cruiser California. The cake was designed and built by Paul Woods, ship's cook, first class. It was placed in the home of the bride's parents and admired by every guest.

Prince Tadashigo Shimazu, Captain Isam Takeshita, Commander Shigetoshi Takeuchi, Lieutenant Commander Kanze Tsunoda and eight other officers of the Japanese cruiser Idzuma were entertained at luncheon yesterday by Captain E. W. Eberle of the naval training station at Yerba Buena Island. Following the lunch the visitors were taken over the island by Captain Eberle and the work of the station was explained to them.

The Japanese officers examined with care the various things shown them and listened attentively to a description of the routine carried out on the island. They visited the training quarters and watched the boys go through a number of evolutions.

The luncheon was an informal affair. Following the toasting of the healths of the Mikado and the President of the United States, the visitors said many complimentary things regarding the efficiency of the training station and congratulated their host on his work. There were no set speeches, but a cordial interchange of compliments and good wishes was made.

* * * *

William H. Wright, yeoman, second class, for several months in the station pay office, was drowned while bathing in the surf at Cavite, P. I., on September 13th. Wright enlisted in Chicago and went to the Asiatic station on the Buffalo in May. He was attached to the Canacao hospital.

* * * *

THE ALPHABETICAL GIRLS

The girls all love you, Jack, 'tis true;
But, oh, take heed! Those spoilt like you
Will one day meet their Waterloo!

A is for Agnes, "magnetic," they say;
When Jack has a pain, she'll kiss it away.

B is for Beatrice, pretty but frail;
She posts all his letters and goes for his mail.

C is for Constance, who lives o'er the sea;
She writes him love letters, but little cares he.

D is for Dora, with needle so deft;
She sews on his buttons. (I'm sure she'll get left!)

E is for Elsie, who's noted for tact;
She fights all Jack's battles, upholding each act.

F is for Flora, who plucks him fair flow'rs;
And gets as reward but his silence for hours.

FAVORS LARGE GUNS

The Secretary of the Navy, George von L. Meyer, has announced that he will advocate radical changes in the plans for the next battleships to be authorized by Congress. It is now practically agreed that the next ships of this class shall have a tonnage of 30,000 tons. The Secretary believes 14-inch rifles should displace the 12-inch now being installed on the ships building.

The Navy Department has made up its mind that for the present, at least, the limit has been reached in the number of big guns that the great ships of the line can carry. It would be impossible to make more than twelve guns effective without entirely changing the lines upon which the modern battleships are constructed. The course of naval constructors, therefore, lay in the direction of building more powerful guns.

The new "fourteens" will be the most powerful naval weapons in the world. They will be more than fifty feet long. The projectiles will exceed seven feet in length. They will have an actual range of sixteen miles and will be effective at distances up to five miles. It will cost $600 to fire the 14-inch gun once, using an armor piercing projectile.

In order to take up the increased weight and give the necessary stability as a gun platform for the new armament the next battleships will have a displacement of 30,000 tons instead of 26,000, the aggregate for guns authorized this year. The ships will be 50 per cent larger than the Dreadnaught, the original of the modern battleship patterns.

* * * *

To test the actual result of torpedo fire against a battleship, the Italian Navy has been making experiments with the 11,000-ton battleship Francesco Morosini. Advantage was also to be taken of the experiment to test some new theories as to the best method of construction of a vessel's underwater framing and arrangement of compartments in order to best resist torpedo attack. The attack was to be made by a standard torpedo with a normal charge, and the explosion was to be effected, as far as possible, under the usual conditions of an ordinary hit. A frame cradle was attached to the vessel to carry the torpedo, which was placed at right angles to the line of the keel, and with its nose touching the vessel. The regulation type and quantity of explosive were adopted, and the reservoir chamber of the torpedo was filled with compressed air of the pressure that would theoretically remain after a run of normal length. The depth below the waterline was three meters. The effect of the explosion above water was not more than had been expected, but it was very evident that considerable damage had been done to the vessel's hull, as she quietly took a list and, swerving over on her side, went to the bottom. An examination of the damage has been made by divers, and it appears that there is a hole of over fifty square meters in area which is considerably more than had been expected.

* * * *

THE "AFFINITY" SHIP

San Francisco papers printed the following about the Yorktown when that ship arrived in the harbor:

With every man of the crew thinking of the girl he left behind at Seattle the United States ship Yorktown arrived at 4:45 o'clock yesterday afternoon from Bremerton, to take part in the Portola festival. It anchored near the big cruiser St. Louis and immediately got into friendly relations with the Dutch, Italian and Japanese men of war in the harbor.

In the Navy the Yorktown has come to be known as the "affinity" ship, owing to the many bouts with Cupid the men of the crew had in Seattle, where the Yorktown was stationed since June to add naval luster to the Alaska-Yukon Exposition. Nearly every man on the ship left a broken heart in the Sound country, while three men, instead of leaving broken hearts, left the ship when it sailed away to stay near their lady loves.

As the vessel carries 176 bluejackets the lovelorn maidens in Seattle are many, but it is said on the ship that the U. S. S. Cheyenne is more of an "affinity" ship even than the Yorktown.

In other respects the trip down the coast from Puget Sound was a pleasant one. The Yorktown left Bremerton with the torpedo boat flotilla, but as it only made 11 knots it fell far behind.

* * * *

The following information has been received from the Senior Naval Officer of the U. S. Pacific fleet:

It is the intention to hold target practice, day and night, during the month of November, just south of the Santa Barbara Channel, in the quadrilateral space marked by lines which connect and enclose the islands of Santa Barbara, San Nicholas, San Miguel, Santa Cruz, and Santa Barbara, and it would be greatly appreciated if masters of vessels would avoid the ground, if possible, so as not to interfere with the practice.

OFFICIAL TRIAL OF COLLIER

The official trial of the collier Mars, built at the works of the American Steel Company, at Sparrows Point, Md., will take place off the Delaware Breakwater. The Hector and Vulcan, sister ships of the Mars, and built at the same place, will be ready for trial in about a month.

Each of these vessels has a displacement of 11,200 tons, is 403 feet long over all, 53 feet breadth, 24½ feet draft, has a speed of 12 knots, and is capable of carrying nearly 900 tons of bunker coal, and from 7,200 to 8,000 tons of cargo coal. The vessels will be used later for trial under practical conditions of a system of coaling at sea, which has been tentatively adopted by the Navy Department, with a view to permanent installation on Navy colliers.

* * * *

Pay officers of the Navy are held strictly to account for the funds in their care and for the mistakes they may make in disbursing those funds. An illustration of the requirements is the case of Assistant Paymaster M. H. Karker, which has recently been before the accounting officers of the treasury.

While attached to the supply ship Culgoa, Mr. Karker made an overpayment of nearly $50 to a mess attendant on discharge from the service. The mistake was observed soon after the man left the ship; he was apprehended, brought back, and efforts were made to get him to return the overpayment. He refused to do this, and the commanding officer of the ship was of the opinion that he had no authority to compel him to return the money. The pay officer asked to be relieved of the responsibility for the amount and from having it checked against his accounts. The assistant controller of the treasury decides that this can not be done, and that the officer should be held responsible for the mistake.

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COMING NAVAL PROGRAM

The general board, the board on construction, and various officers of the Navy have made their recommendations to the Secretary of the Navy as to the number and kind of ships the Department should recommend that Congress authorize at the next session. The list includes two battleships, a number of torpedo-boat destroyers, and four submarines. It is also possible that several colliers and an ammunition ship will be asked for. The naval authorities would like to see four, instead of two, battleships authorized, but they appreciate that they will be lucky if as many as two are provided for, in view of the prevailing policy of economy in Congress.

Attention has already been given in the Navy Department to the character of the battleships next to be authorized. One of the most important features which has been under discussion by the experts relates to the adoption of the 14-inch gun in place of the 12-inch. A gun of the larger caliber has been under construction and will soon be ready for test at the naval proving ground at Indian Head, Md. It is also a question whether there shall be ten or twelve 14-inch guns on each ship, the latest battleships being armed with twelve 12-inch guns. A vessel with twelve 14-inch guns would have a displacement of about 30,000 tons, and would cost about $12,000,000. She would probably have the speed and steaming radius of the 26,000-ton battleships, contracts for which are soon to be made.

* * * *

Colonel Frank L. Denny, quartermaster of the Marine Corps, will make an inspection trip which will extend as far as Honolulu. He will visit on the way out the Navy Yard at Bremerton, Wash., where new marine barracks and officers' quarters are to be erected under an item in the last naval appropriation act. The sum of $150,000 is available for the barracks and $60,000 for the quarters. These buildings will be built of brick. The sum of $135,000 is available for marine barracks at the new naval station at Pearl Harbor, Hawaii, and $50,000 for officers' quarters at that place. Colonel Denny will look into the question of the best available material for these buildings and the matter of a suitable site. Probably concrete blocks will be used in the construction. On the way home Colonel Denny will stop at San Francisco in connection with Marine Corps matters at Mare Island, Yerba Buena Island and the marine assistant quartermaster's depot at that city.

Emil W. Luecknotte, coal passer, formerly at this station and transferred July 10, 1909, to the U. S. S. Supply, was washed overboard from the deck of the U. S. S. Concord on the afternoon of September 13, 1909, as that vessel was en route from Guam to Honolulu. Luecknotte enlisted in February and was a resident of Pueblo, Colorado.

* * * *

There was a gun pointer named Syd,
Who kissed a young girl's eyelid;
She said to the lad:
"Your aim is quite bad.
"You should practice a while." So he did.

The "Ess Dee."

BEWARE, YOU ROOKS

The "Liberty Bell," the ship's paper of the Pennsylvania, publishes the following warning to the "rookies" of that ship:

From Gull Rock, Equator.
To Captain Pond, U. S. S. Pennsylvania.

Sir: Will you kindly have all the land lubbers, haymakers, blacksmith's helpers, coxswains of the plow, millionaire's sons and especially the mogul anvil chorus who are at present serving on board your ship, ready to meet me and my court, when you enter my domain on the intended cruise of the Pennsylvania to Nares Harbor, Admiralty Islands, next October. The last time the Pennsylvania crossed my domain I was not prepared to greet her as Queen Amphritite, my wife, had eloped with my secretary, Davy Jones, and I was very busy searching for them. At last I found them, basking in the shades of the Island of Yap, with a regiment of periwinkles and clams guarding them. After a short scrimmage, in which my royal Teddy Bears routed the periwinkles, I captured the Queen and Davy Jones and, taking both of the culprits back to my palace beneath the seas, I had them confined in separate cells in Davy's own locker.

Bluejackets from the U. S. S. St. Louis, Albany, Yorktown and Naval Trai

After a brief stay in my brig on a diet of ice cream and pickles, they both sent for me and said they were sorry for what they had done and that if I gave them another chance they would be loyal to me once more. I gave each of them a good keel-hauling and then gave them their old billets in my court again. Now, Captain, as I am again ready for business, will you please notify those rookies who joined your ship at Panama and made the South American cruise, that they will have to get acquainted with me and my court before they can be full-fledged sailormen? Captain, I expect to meet your ship, the "Pennsy" (better known as the Queen of the Ocean), at latitude 0 and longitude 160 East.

The professional working members of my court are working overtime getting their various implements of torture ready so as to give your would-be tars a merry greeting. Dr. Wiggles, the court physician, is making some very tasty pills which he claims are a sure cure for sea-sickness. Slim Jim, the court barber, is having his razor filed and re-set, and he guarantees his lather will never wash off. Dr. Yankum, the court dentist, is having the village blacksmith put a strong back on his forceps. My loyal Teddy Bears are doing physical culture stunts so as to be able to handle easily your biggest rookie. My police force has been reorganized and is under the command of Big Chief Gettum. So you see, Captain, I will be ready to welcome your ship and also promise to give you and your crew a royal sendoff into the realms of Neptune, the king of the seas.

Neptunus Rex,
King of the Seas.

By His Majesty's Secretary,
Davy Jones.

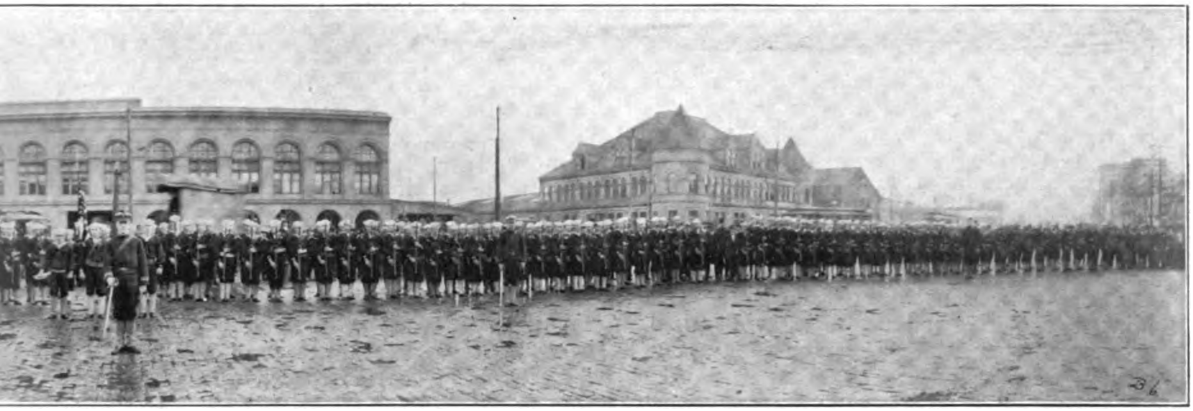
* * * *

In the heavy gunlayers' test recently held on the British battleship Natal, all records were beaten. With the 9.2 guns fifty-three rounds were fired, with forty-four hits, and with the 7.5 guns forty-three rounds produced thirty-eight hits—a total of ninety-six rounds and twenty-three rounds were fired in fifty-five seconds, seventeen hits being recorded.

UNIV OF CALIFORN

NEW SYSTEM IS SAVING

The system of consolidating ships' stores, instituted some months ago, has met with great success on board the seven vessels where it has been tried, according to a preliminary report submitted to the Secretary of the Navy by the paymaster-general. It is shown that great economy has resulted, and it is believed that if the system is extended throughout the Navy approximately $750,000 would be saved each year, on the basis of the expenditures of the seven vessels under trial. Heretofore there have been a number of separate storerooms on each vessel, and in some cases unnecessarily large stocks were carried with a consequent waste. The new system combines the several stocks into one store, and the amount of stores carried is limited to the usual needs of the vessel.



g Station Landed for Parade, Portola Festival, San Francisco, October 19th

Several months ago the new system was instituted for test on the battleships Connecticut, Minnesota, Georgia, New Jersey, and Vermont. and the armored cruisers West Virginia and Colorado, to prove the value of the consolidation of the stores under the naval supply fund. Money allotments were provided for each ship's department, and the strictest methods of economy encouraged.

The paymaster-general makes a comparison of the cost of maintenance between the new system and the old system prevailing on ships of the same class, which were under test; on ditions. The data show that on the seven ships under test there was an average saving of 42 per cent. There was a saving of 62 per cent on the Connecticut, 46 per cent on the Minnesota, 31 per cent on the Georgia, 36 per cent on the New Jersey, 28 per cent on the West Virginia, 38 per cent on the Colorado, and 55 per cent on the Vermont. There was a saving of 50 per cent under the appropriations for the department of construction and repair, 47 per cent in the equipment department, 34 per cent in steam engineering, 35 per cent in ordnance, and 16 per cent in supplies and accounts.

A comparison of expenditures in supplies with other vessels of the same classes and on similar duty for the fourth quarter of the fiscal year ended June 30, 1909, is made. It is found that on the Louisiana, Kansas and New Hampshire, not under test with consolidated stores, the expenditures were 84 per cent greater than on the Connecticut, Minnesota, and Vermont, of the same class, serving under similar con- the Virginia, Rhode Island, and Nebraska, not under test, the expenditures were 29 per cent greater than on the Georgia and New Jersey, of the same class, under test; and on the Pennsylvania, Maryland, South Dakota, and California, not under test, the expenditures were 30 per cent greater than on the West Virginia and Colorado, of the same class, under test. Although the vessels were at navy yards for most of the quarter on which comparison is made and the expenditures were probably less than when on other duty, it is believed that the saving will be very considerable under the average conditions of service throughout a year.

The new system will probably be further tried before it is extended to other ships, but from the figures now available it is apparent that its extension to a general use throughout the Navy will be amply justified.

* * * *

There was a man on our ship,
And he was wondrous wise.
He mixed his "white line" in the dough,
And the crew got tight on pies.

WIN BATTENBERG CUP

The U. S. S. Minnesota carries the honors of the Atlantic for 12-oar cutters, she having won the Battenberg cup in competition with picked crews from the Atlantic fleet and the Navies of Europe at the Hudson-Fulton celebration in New York City on October 2d. The race took place on the Hudson River. The Minnesota finished four seconds ahead of the Louisiania, with the British battleship Drake's crew about 15 lengths behind the Louisiania. The Minnesota's time for the three miles was 28 minutes and 24 seconds. Wind was brisk and a choppy sea prevailed throughout the race. The Drake got away first and for a few hundred yards maintained the lead. Then the Louisiania crew spurted and took the lead. A minute later the champion Minnesotas, who have won five out of their last six races, began to show their speed. They quickly passed the Britons and a minute later were at the heels of the Louisiania crew.

Both American crews were pulling as one man and the cheers from the decks of the American battleships as they swept down the course was deafening, the sirens of the warships adding to the din that greeted the racers as they passed each ship. On the decks of the Minnesota, officers and men alike were excited.

Near the two-mile mark the Minnesota crew began a great spurt. When it ended they were ahead by a few feet and were not headed again. In the last 100 yards the Louisianans made a desperate effort to regain the lead, but while they made a substantial gain they could not overhaul the leaders.

* * * *

SPEED TRIALS

The U. S. S. Pennsylvania, it is reported, led the speed contests of the first squadron of the Pacific fleet, under Rear Admiral Sebree, off the Island of Maui, Hawaii waters, during the latter part of September and the early part of October. Seven of the vessels took part in the runs, which were for four hours, under forced draught. The Colorado remained in Honolulu, owing to a mishap in the boiler room on her way from San Francisco to that port. No breakdowns of any kind were reported on the trial runs, but complaints of poor coal were frequent. The West Virginia left the last day of the run for minor repairs in Honolulu.

The unofficial records of the various ships follow:

Pennsylvania, 21.85 knots an hour; South Dakota, 21.50 knots an hour; West Virginia, 21.35 knots an hour; Washington, 21.28 knots an hour; Tennessee, 21.25 knots an hour; California, 20.45 knots an hour; Maryland, 20.28 knots an hour.

These speed contests are the first held under the supervision of a new department of the bureau of steam engineering organized some time ago for the purpose of developing the engineers' divisions aboard all the ships of the Atlantic and Pacific fleets. The Atlantic fleet will hold speed contests during the winter maneuvers while the third squadron of the Pacific fleet is expected to start as soon as the ships of the present squadron are relieved by the new ones to be sent from home stations.

* * * *

TO IMPROVE NEWPORT

An appropriation of $1,000,000 for extensive improvements at the Naval Training Station at Newport is to be asked of the next Congress. If the appropriation is granted, changes will be made which will make the station one of the best equipped and one of the most sightly of Uncle Sam's institutions.

One of the principal features of the plan calls for the construction of a new causeway and drawbridge from the mainland to the island. The back channel will be deepened and lined on both sides with sea walls. The total cost of this work will be about $300,000.

A new auditorium will be built at a cost of $100,000 and a new administration building will be erected at a cost of $80,000. The breakwater on the bay side of the island will be extended so as to form a large basin, the cost being about $100,000. A coaling pier will be located alongside the breakwater, the cost to be $45,000.

The Navy Department has taken possession of the Maitland estate in Newport by posting a marine sentry from the Naval Training Station. The Maitland property is to be the site for a naval hospital. An immense oil station for the Navy near the coaling station on Narragansett Bay is now being planned.

* * * *

Brigadier-General Arthur Murray, chief of the Coast Artillery, has detailed Colonel J. C. Bailey to observe the operations of the six new submarine boats for the Navy at Provincetown, next week, with a view of ascertaining whether these boats can be used in connection with the Coast Artillery. There are several places on the coast which can not be mined, and General Murray proposes to have the submarines protect these points if they appear to be capable of it. Among the places mentioned as being particularly hard to mine are Puget Sound, San Francisco Harbor and the Race, at the entrance of Long Island Sound.

THE TALE OF THE PHANTOM WHALE

(From Tales of a Bo'sun's Mate)

By Alfred E. Bennett

"The hand of Fate," said the Bo'sun's Mate,
Is hard as a wanton's heart,
For tanglin' ropes an' blastin' hopes,
An' keeping folks apart.

"There's Tim and me, we sailed the sea
In schooner, bark an' brig—"
The sailor dropped his voice, an' stopped,
And sipped a little swig.

Then in the door, I sees once more,
This old "Harpooner Tim,"
That spoiled the tale of the Phantom Whale,
When I first fell in with him.

I hove him to, and ordered brew,
For the Bo'sun, him an' me,
An' shattered me link, now what d' you think,
He says: "I'd like to be,

"I'd like to be," he says, says he,
"Out on the salty swells,
Hot on the trail of the Phantom Whale,
In the schooner "Cap and Bells."

My heart it thumped, an' the Bo'sun jumped,
And followed up his mate,
"We'll tell this tale, of the Phantom Whale,"
He said, "to prove that fate,"

"Is apt to strike, like a marlin spike,
An' stop a bold lad's cruise,
Or mark his track on every tack
From his cradle to the noose.

"The night we saw, in the boiling maw,
This Phantom Fish's eye,
The anchor dragged, the sky-sail bagged—
"It did me lad, aye, aye,

And old "Harp" Tim, looked up at him,
With an old harpooner smile,
And piped: "This tale of the Phantom Whale,
Won't spoil mate, fer a while."

* * * *

Some slight changes have been made in the requirements for recruits by the Bureau of Navigation. The weight for 17 years of age is now 110 instead of 115, 18 years 115 instead of 120, 19 years old 120 instead of 124, 20 years old 125 instead of 128.

THE ART OF MAKING POI

Nearly every one who has had the pleasure of visiting the Hawaiian Islands and tasting the native dish called poi, will surely be glad to get this recipe for making this famous dish, and so will the folks at home, for it is very little trouble to make and the result is ample compensation for the time spent in making it.

Take one bean and peel carefully, taking care not to break the inner shell or covering. Lift the undressed bean with the forefinger of the right hand by putting a little saliva on same. Then put the bean in a solution of $H_2 SO_4$ and let it soak fifteen minutes, taking the time with a stop watch. Upon expiration of the time limit, foreclose at once and put the bean in a mixture consisting of two ounces of Three Star Hennessy, one ounce of flamingo herring, chopped fine, a fathom of salt, enough lemon juice to suit the taste, then fry one hour. Serve hot with guava jelly.

A picturesque and novel effect may be had by taking a marshmallow and pressing it into an oblong shape, placing a seedless raisin as near the center of the marshmallow as possible, then placing the latter in the center of the poi dish. By throwing a subdued light from a searchlight situated at the end of the table, on the marshmallow midway between the base and the apex, the steam arising from the poi will give the impression that one of the Wright brothers is trying to cross the crater of Mount Vesuvius in an aeroplane.

"The Ditty Box."

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Rear Admiral Giles B. Harber, of the U. S. Navy, has selected a site for the new naval sanitarium in the town of Baguio, the mountain capital of Benguet, in the island of Luzon. Sixty acres are expected to be occupied before the completion of the sanitarium. The selection of this site will lead to abandonment of the naval hospital at Yokohama.

In December, 1900, the Philippine commission proposed the construction of a Government railroad forty-nine miles long from Dagupan, the northern terminus of the Manila railroad, to Baguio, and the establishment there of a sanitarium for troops serving in the Philippines, to avoid the necessity of sending them to the United States or to Japan for recuperation.

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The crew of the U. S. S. Maine has just turned over the balance of the canteen fund of that ship which was on hand when the government assumed charge of the canteens to the Navy Relief Fund. It amounted to $783.76.

Engineers Division U. S. S. Alert, Lieut. Wm. Speck, Commander

DEPARTMENT GETS RELICS

Two long hidden relics, paintings cut from the walls of the captain's cabin on the British frigate Guerriere by order of Commander Isaac Hull, who wanted a souvenir of the battle with the Constitution, have been acquired by the Navy Department. They are to be brought here and placed on board "Old Ironsides" at Charlestown Navy Yard.

Their existence became known when Isaac Hull Platt, a descendant of the Commodore living in Wallingford, Pa., forwarded them to the Secretary of the Navy with a note of explanation. The pictures are considered among the most prized war relics possessed by the United States Government. The wooden frames have grown dark with age and the canvases are in some places cracked. One represents what is probably an Egyptian scene, and the other is a carefully done piece of a Corinthian temple, resembling the Parthenon.

* * * *

Charles Ross, coxswain, U. S. S. Lancaster, was retired September 27, 1909.

Edmond Quinlan, ship's cook, 1st class, U. S. S. Severn, was retired September 28, 1909.

BLUEJACKETS COMMENDED

Personal letters have been written by the Acting Secretary of the Navy to six enlisted men of the Navy attached to the U. S. S. Arayat, commending them for "gallant and courageous conduct under fire during the fight, July 4, 1909, on the Island of Patian, Philippine Islands, resulting in the extermination of the Jikiri band of Moro pirates." These men are W. F. Hill, gunner's mate, first class; C. H. Biggs, ordinary seaman; A. R. Howell, ordinary seaman; W. H. McCollum, ordinary seaman; J. L. Griffin, fireman, second class, and W. W. Hodges, quartermaster, third class. Each of the men named has been advanced to the next higher rating in the Navy because of his conduct on the occasion in question.

* * * *

After many vexious delays and anxious watchings the order abolishing Sunday muster has appeared but following it has come an equally tedious muster on Saturday. The order reads as follows:

1. To the end that Sunday may be generally observed as a day of rest on board ship, it is directed that the duty required of officers

and men on that day be reduced to a minimum consistent with the requirements of the Service.

2. The commanding officer's inspection of ship and crew shall not be held on Sunday. The inspection of the ship shall be held on any other day of the week as may be most expedient, and the inspection of the crew on Saturday before noon, if circumstances permit; if not, as soon after the dinner as practicable.

* * * *

Commander Robert E. Peary will resign from the United States Navy and spend the remainder of his days lecturing and writing, according to his friends in Washington. He will arrive in Washington within the next two months, and place all his north pole data in the hands of the superintendent of the coast and geodetic survey. This done, he will return to the Navy as a civil engineer, and tender his resignation. Commander Peary, according to Frank W. Perkins, acting superintendent of the coast and geodetic survey, was not asked to find the north pole, and has not made any report to the survey regarding his discovery, although for the past three years he has been under that branch of the government service.

* * * *

PAY OF NAVY MAIL CLERKS

The question of when the pay of a Navy mail clerk begins has been settled by the auditor. He rules that the pay starts upon the designation by the Postmaster-General after selection by the Secretary of the Navy. The case in question was on the U. S. S. Glacier. A mail clerk assumed his duties and took the oath of office in September. He was not officially designated until November and he thereby lost two months' extra compensation as mail clerk. He had to take a second oath, the first one being declared void by the postal authorities. The acceptance of bond does not affect the date of commencement of pay.

* * * *

At Newport Training Station the apprentice seamen in training are taught to sing the national air and each week the battalion gives their voices exercise by singing several anthems.

* * * *

THE NECESSARY ELEMENT

"Will you sail with me on the sea of life?"
'Twas thus he asked her to wed.
"You bet I will—if you raise the wind,"
The maiden succinctly said.

VERMONT LETTER

U. S. S. Vermont,
New York City, October 10, 1909.

Editor Our Navy:

The Hudson-Fulton is over and everyone is staying aboard to repair their pocket-books after the exciting times during Gotham's gala week. We loaned racing oars and other gear to the dagoes during the festival week and then won the race from them. Here is a little boost for the Vermont:

V stands for Vermont, the pride wherever she goes,
E stands for Excellence, as her battle record shows,
R stands for Righteousness, whose banner she upholds,
M stands for Markmanship, of which the world has been told,
O stands for Ocean, of which she is the queen,
N stands for Navy, whose pride is the big sixteen,
T stands for Trophy, to hold it we mean,
V-E-R-M-O-N-T, pride of the big sixteen.

H. Frazer.

* * * *

ALASKA NOTES

Sitka, Alaska, Oct. 10, 1909.

Assistant Surgeon Sinclair, U. S. N., arrived September 24th, relieving P. A. Surgeon Grieve of command of naval hospital at this place. Surgeon Grieve ordered to U. S. S. "Independence," Mare Island, Cal.

Coporal Dawes, U. S. M. C., arrived September 24th from Sea Girt, N. J., reporting for duty.

Electricians Hope and Kranhold, U. S. N., reported September 18th, relieving Electricians Dustin and Haan. Haan and Dustin proceeded to their station, Mare Island, Cal.

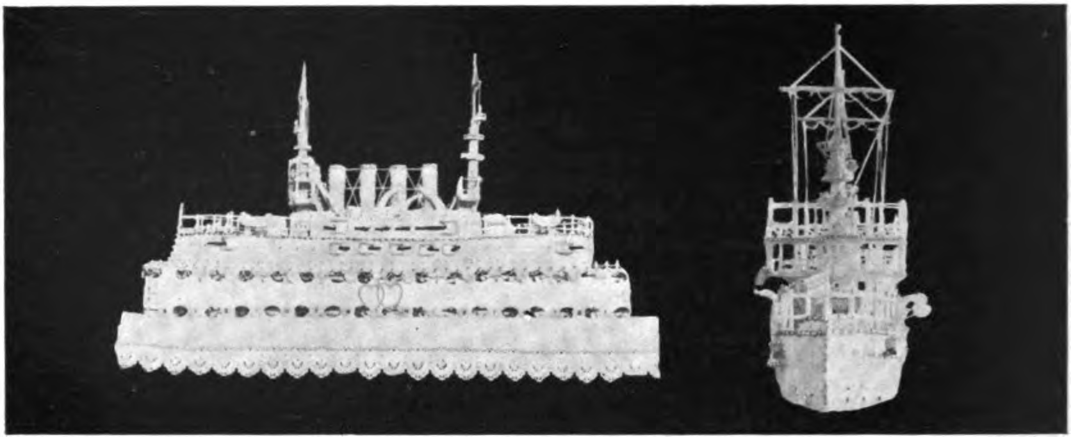
Lieutenant-Colonel Lane, Adjutant and Inspector, U. S. M. C., arrived October 1st, on tour of inspection.

Wireless Expert Hanscom and crew, of Mare Island, are at work installing new instruments at the wireless station. Mr. Hanscom says he intends making this station one of the best on the Coast.

Trumpeter Weidner, Privates Anderson, Baily, Keggs, McKim and Vrzesinski, U. S. M. C., reported for duty October 1st, from Mare Island, Cal.

U. S. S. "Armeria," lighthouse tender, warped in October 3d, with Captain Ellicott, U. S. N., and family aboard. Captain Ellicott is inspector for this lighthouse district.

L. A. Dietz.



Two Views of Cake Made at Cooking School, Yerba Buena

A WONDERFUL CAKE

One of the most wonderful creations of the baker's art ever beheld was a cake made by Paul Woods, ship's cook, first class, at the training station, San Francisco, and presented by the enlisted men of the commissary department to Paymaster W. A. Greer on the day of his marriage to Miss Helen Wilson, of San Francisco.

The cake was baked in two sections, each six feet long, two feet wide and six inches high. The lower part was dark fruit cake and the upper light fruit cake. From the upper part was cut the hull of a modern man-o'-war and on this, ship's cook Woods succeeded in building a most wonderful replica of the cruiser California in honor of the native state of Miss Wilson.

The entire upper work was constructed of sugar icing. The body of the ship was iced, and then the masts, funnels, bridges, turrets, etc., placed in position. The only part which was not made of sugar, was the guns, which were licorice. The ship was replete. Foot ropes on the spars, the stays between the funnels, searchlights, life buoys and even the block and tackle for the boat falls was not forgotten.

The cake was placed in the home of Mrs. Greer's parents and Woods has been the recipient of many compliments from San Francisco people on account of his almost impossible work. A delegation of master bakers came from San Francisco to view the cake.

* * * *

For the Japanese Navy, in remembrance of the good times they had ashore at Yokohama last October, the officers and men of the United States Atlantic fleet of sixteen battleships have bought a loving cup to be presented through Prince Kuni.

The battleships whose crews have subscribed to the fund are the Connecticut, Vermont, Kansas, Minnesota, Virginia, Missouri, Kearsarge, Alabama, Iowa, Rhode Island, New Jersey, Illinois, Wisconsin, Ohio, Maine, and Nebraska.

* * * *

Prompt action by the crew of the U. S. S. Minnesota saved loss of life on an overcrowded excursion steamer in New York Bay on October 3d. The engines of the excursion boat stopped about 100 yards from the Minnesota and she was enveloped in steam. Some one cried "Fire," and a panic was only averted by the steam launches of the Minnesota coming alongside and assuring the passengers they were safe.

* * * *

THE CLEW THAT SLIPPED

By Robert Bruce

A shock, a crunch,
A grinding sound,
Your breath stops short,
Your thoughts spin 'round.
Your nerves grow taut,
Like a tightened band,
You suddenly think
Of hard, dry land.
Then fear gives way,
You stir, awake,
And stop your hand
From it's awesome quake.
And as relief
O'ermasters dread,
And you slowly grasp
You're alive, not dead,
You cuss real low
And swear anew,
You'll sure this day,
Repair that clew.

NO AIRSHIPS FOR NAVY

There is but little hope at this time of aeroplanes for the Navy. The recommendations of the bureau of equipment asking that the department advertise for bids for two machines for the Navy are now on the desk of acting Secretary of the Navy Winthrop, and it is likely that they will stay there. Mr. Winthrop does not believe that it would be well at this time to make expenditures for aeroplanes. The Navy Department is cutting down expenses on all sides and it is said that if a departure is made into the field of aeronautics that Congress may object.

It is possible that the matter will be put up to Congress and that in the estimates for the next fiscal year an appropriation for the aeronautical division of the Navy will be asked, but nothing will be done just now unless the head of the department changes his mind.

The officers of the Navy who drew the specifications which were submitted to the head of the department want two machines, capable of remaining in the air at least four hours, having a cruising ability of forty miles an hour, and must be able to rise and land in the water or to rise from the deck of a ship.

* * * *

SAVES MONEY IN NAVY

Quite a little notoriety has been given Loring Gillespie, seaman, of the cruiser St. Louis, over the report that he had fallen heir to an estate of $55,000. Gillespie is a 'short timer' and somewhat reticent. Newspaper reporters got very little chance to see him for news when the St. Louis was in port, but in Chicago, his home town, the reporters found his mother and after some effort persuaded her to prepare a statement for the press which shows a mother's feeling for the Navy.

The story in the Chicago Tribune was:

"The fortune was left to the young man about five years ago, and, acting on his own judgment and the advice of his mother, he enlisted in the Navy, planning for himself a career of usefulness rather than the swift pace of a fortune holder.

"Loring knew and I knew that the streets of Chicago are no place for a young man with money," said Mrs. Gillespie to-day. "We all knew of the vultures and snares that lie in waiting for an innocent boy, and, at the time, I said I would much rather have my boy serving his country than sitting in some of the vile cafes of this city, drinking poor wine with the people who always escort a young man with money. My son felt the same way about it, and of his own free will he joined the Navy.

"It was the best thing he could do. I have been on many of the battleships and I know the kind of men who live on them. They are the finest in the world, and the dandies behind the ribbon counters of our big stores are worse than anything in the Navy. They are all big hearted, and I would rather have my boy going around the world with them than anywhere else.

"He is happier there, and when he comes home we are going to talk it over again and if he wants to rejoin he is certainly going to. He is going to do anything he wants that will make him happy, and I know I can trust him to do the right thing. He is remarkably sensible."

"The young man's fortune is held in trust by the Union Trust Company, of Pennsylvania, and only three men and his mother know the exact amount. They refuse to divulge the total, but when $55,000 was mentioned Mrs. Gillespie laughed and remarked that it is much more.

* * * *

SUBMARINE NAVIGATION

The dangers of submarine navigation are treated in an article recently published in the London Answers. Although dealing with the British Navy the same dangers are prevalent in the type of submarines used in the United States Navy.

One of the most prolific sources of danger on board submarines is the chlorine gas which is immediately generated if sea water gets into the storage batteries. A very small quantity of chlorine gas in the air will render work impossible, by causing violent coughing and a very little more will cause suffocation.

In October, 1905, three submarines of the A class were carrying on instructional exercises in Stokes Bay.

While A 4 was below surface some water got into the accumulators. Before the surface could be reached again an explosion occurred, and some of the gear was thrown out of trim, with the result that the vessel rose at an angle.

When the craft was seen to rise out of the water, stern first, with her conning-tower still under, the tug Nettle rushed to her assistance, and, attaching a hawser, pulled her level.

Then the conning-tower was opened, and, amidst the yellowish fumes of the chlorine gas, the crew crawled out in a half-suffocated condition.

Twice the coolness and heroism of her officers have saved the A 9 from terrible disaster.

In February, 1906, the frail craft was struck by a trading vessel when twenty-five feet under water. Lieutenant Fraser ordered the blowing of the ballast tank, and the pumping out of the water that had gotten into her conning-tower. Much to the relief of all, the boat rose to the surface.

In July of last year, as part of a flotilla of seven submarines, the A 9 left Portsmouth, accompanied by the parent ship Aeolus. Lieutenant Groves was in the conning-tower, with Lieutenant Warren, when he noticed a strong smell of petrol gas, followed by the movements of the vessel becoming erratic. He signaled to the crew of eight below, but received no answer. The two officers then ventured below, and found the engines going full speed, but the crew all lying apparently lifeless.

Lieutenants Groves and Warren tried again and again to reach the engines, but were driven back by the fumes. A petty officer, who had been above with them, descended, but was stricken down. Then the gallant officers enveloped their faces in wet cloths, and Lieutenant Groves succeeded in turning off the supply of petrol, thus stopping the engines and the generation of gas. He was found by the rescue party, that arrived soon after, lying stretched across the engines; but he had saved his men and his ship.

There were no white mice on board the A 9 when this accident happened, although formerly every submarine carried three of these little creatures. They were allowed one shilling a week each for rations and the sum was entered in the Navy payroll. Their duty was to run about their cages, squeaking shrilly whenever they detected the presence of noxious gases; and many a disaster they have averted.

Recently, they were replaced by an automatic contrivance which serves the same purpose.

* * * *

An apprentice seaman enlisted in the Navy at St. Louis on September 21st and was discharged for physical disability on October 23d, which physical disability was removed and he again enlisted February 3d. The question presented to the naval authorities was whether the Government is empowered now to give him the annual outfit to which he was entitled on his first enlistment but did not receive. The controller holds that, under the laws and regulations, an enlisted man discharged during the first six months of his first enlistment for any cause other than disability incurred in line of duty can not be allowed an outfit as, in this case, the disability was not incurred in line of duty.

VERY COLD FOOTSES

There was a chance,
A bully chance,
To gain some notoriety;
A chance for all,
For great and small,
To try for with propriety;
And with it came—
All in the game—
Four dollars, geewhizzollity,
For all men each,
Who pulled the "peach"
First on the line to crawlity.

Our men at first
Thought they would burst,
With joy and much talkology,
And soon would sing,
With joyful ring,
The other crew's doxology;
But then the plan,
Of mouse or man,
Oft goes with great perversity,
Especially when
The other men
Are wise with great diversity.

The only way
They could us flay
And win the race with surety,
Was bar our crew,
And race boat, too,
Thus giving them security.
We thought that they
All knew the way
To stand in sportsman's livery,
But now we feel
The ice was real
Their feet quite cold and slippery.

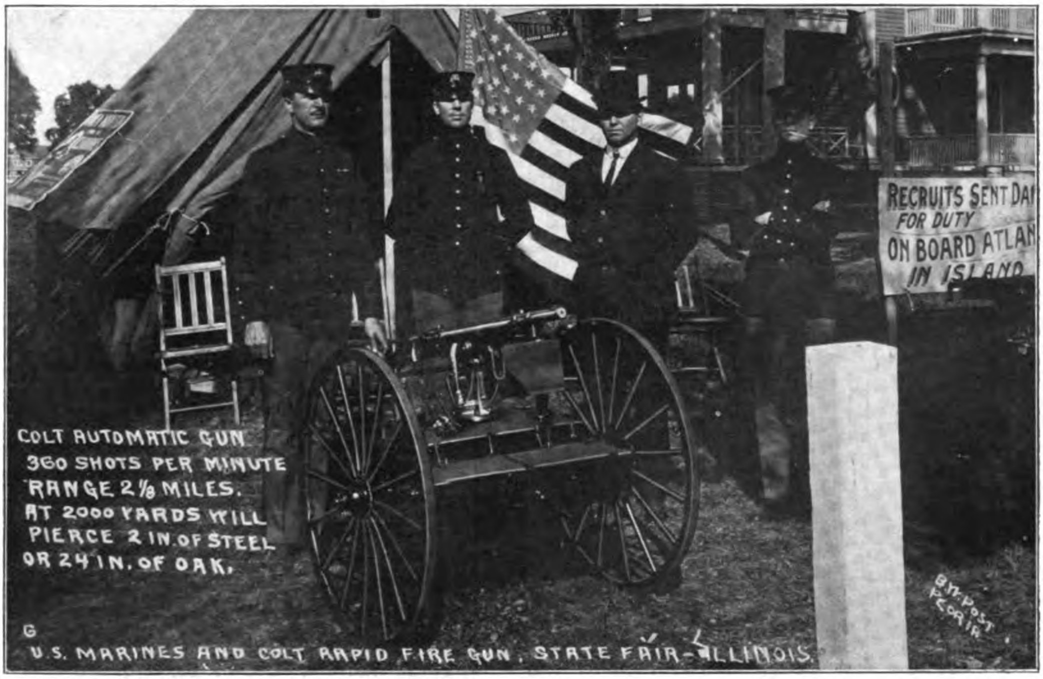
"SOUTH DAKOTA ESS DEE."

* * * *

WANT AMMUNITION SHIP

Ammunition for the forthcoming target practice of the Atlantic fleet has already been delivered to the battleships. Several hundred tons of powder and projectiles were transported from the naval magazines, a collier being temporarily converted into an ammunition ship for the purpose.

The necessity of delivering this large order of explosive goods has served to bring out the great need of a vessel specially designed for supplying ammunition to ships in port and at sea. Congress has consistently refused to appropriate money for an ammunition ship, although this need has been repeatedly brought to the attention of the Naval Committees of the House and Senate.



The Names of Men from Left to Right are First Sergeant C. D. McGinnes, Private W. H. Ducy, Captain Wm. Brackett and Sergeant John A. Pratt

MARINE RIFLE RANGE

Work on the construction of a model rifle range for the United States Marine Corps has begun at Stump Neck, on the reservation at Indian Head, Md. The work will be done under the direction of Captain William C. Harllee, U. S. M. C., who has been in charge of the camp of instruction for Marine Corps officers and men on the range at Sea Girt, N. J. The range at Stump Neck will afford the Marine Corps a fine rifle range near headquarters. It is expected that the new range will be completed by next spring. Stump Neck is the low land lying between Indian Head proper and the mainland. Careful tests have proven that riflemen on a range on the neck will not be endangered by the test firing of the big guns on the proving grounds, although they will be directly in the line of fire. There is a difference of nearly fifty feet in elevation between the neck and the mainland and headland. The big guns, when tested, are fired from the head at steel butts on the mainland. The neck affords a fine site for a rifle range. There is plenty of level ground, with a fifty-foot hill behind the targets for a bullet stop.

* * * *

The Marine Corps team scored first in the Mosher rifle contest recently held on the District of Columbia range. The District of Columbia team was second.

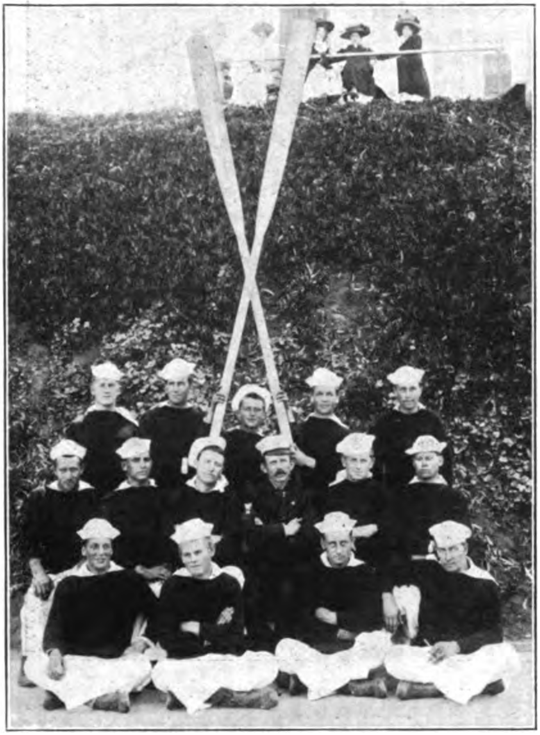
The members of the winning team and their scores are: Sergeant Lund, 132; Sergeant Andrews, 122; Corporal Fragner, 127; Private Farnham, 132; Private Stevens, 130; Sergeant Joyce, 127.

* * * *

The Dreadnaughts designed for the Austrian Navy are to be 492 feet long, have 85 feet 3 inches beam, 29 feet 5 inches draft, with a displacement of 19,600 tons. The Austrians have also now adopted turbine propulsion, and the new ships are to have turbine engines to develop 25,000 I.H.P., giving a speed of twenty-two knots—equal to their great British prototype. Protection will be afforded by a complete belt of nickel-crome steel, 10.6 inches thick at the maximum—this is not so good as British ships of the latest type—and the armament will consist of ten 12-inch guns of .45 calibers. They will also carry twenty-four 4.7-inch guns, and probably 18-inch torpedoes.

* * * *

Uruguay is to spend $13,000,000 on her Navy. The appropriation has already been made. Uruguay intends to buy one cruiser torpedo boat of from 1,000 to 1,200 tons displacement, three destroyers of from 300 to 350 tons, and six smaller torpedo boats. There will also be purchases of mines and repairing machines.



Chief Anderson and apprentice race boat crew Naval Training Station, San Francisco

Boat stoves will not be purchased or manufactured for the Navy in the future. The allowance lists of battleships and armored cruisers have been amended by the omission of boat stoves, but they will be retained on some of the smaller ships doing special duty. Upon recommendation of the Bureau of Navigation the boat stoves will not be issued when the present supply is exhausted.

* * * *

San Francisco,
Or Nabisco,
Makes no difference where we roam;
A sailor's but a sailor
If he's left his "cits" at home.

* * * *

The Montgomery, now at Newport, R. I., has been ordered to the Navy Yard, Philadelphia, Pa., for repairs. Upon the completion of these repairs the vessel will proceed to Pensacola, Fla., to engage in experimental torpedo work.

The Wolverine, now at Erie, Pa., has been ordered placed in winter quarters.

The Albany, Yorktown, Justin, Iris, and the Pacific Torpedo Fleet have been ordered to proceed to Magdalena Bay about November 1st. They will return north late in November.

The Dixie, now at the Navy Yard, New York, will not accompany the Atlantic Torpedo Flotilla to Charleston, S. C., but will proceed to Boston, Mass., and later will assist in convoying the new submarines ordered placed in commission at Boston to the Navy Yard, Charleston, S. C.

The Hist, now at the Navy Yard, Portsmouth, N. H., has been ordered to Cuba to resume survey work on the south coast of Cuba.

The Stringham, Dupont, Biddle, and Shubrick have been ordered to make the following visits:

To Savannah, Ga., from November 1st to 7th, to participate in a carnival to be held at that place.

To Wilmington, N. C., on November 8th, to be present during the visit of the President to that place on November 9th.

To Jacksonville, Fla., from November 22d to 27th, to participate in a carnival to be held at that place.

Upon the return of these four boats to Charleston, S. C., they will be placed in reserve. The other boats of the Atlantic Torpedo Flotilla (Worden, Blakely, Stockton, Macdonough, Thornton, Tingey, Wilkes, and Porter) have been ordered placed in reserve at Charleston upon their arrival at that place, which is expected to be early in November.

Upon arrival of the Atlantic Submarine Fleet at the Navy Yard, Charleston, S. C., about the 1st of November, the submarines Cuttlefish, Tarantula, Viper, and Plunger will be placed in reserve. The crews of the boats placed in reserve will be transferred to the parent ship Castine, which vessel will proceed to the Navy Yard, Boston, Mass., where the new submarines Stingray, Tarpon, Narwhal, Bonita, Snapper, and Grayling will be placed in commission. When the new boats are commissioned and ready for sea they will proceed to the Navy Yard, Charleston, S. C., convoyed by the Castine and Dixie.

The Denver will sail from the Asiatic Station for the Navy Yard, Mare Island, Cal., via Guam and Honolulu, about December 1, 1909.

The Albany will replace the Denver in the Third Squadron, Pacific Fleet, and will sail from San Francisco for the Asiatic Station as early as practicable in December.

The Chattanooga, Galveston, and Cleveland will be brought home from the Asiatic Station as soon as the New Orleans, Cincinnati, and Raleigh are ready to replace them in the Third Squadron, Pacific Fleet. The New Orleans will be commissioned at the Navy Yard, Mare Island, Cal., on December 15, 1909, and is expected to be ready to sail for the Asiatic Station about January, 1910. The Cincinnati and the Raleigh, both at the Navy Yard, Mare Island, will be commissioned about April, 1910, possibly earlier.

The Denver and Cleveland will go out of commission at the Navy Yard, Mare Island, Cal., for repairs.

The Chattanooga will go out of commission at the Navy Yard, Puget Sound, Wash., for repairs.

The Patuxent has been assigned to duty at the Navy Yard, Norfolk, Va.

After leaving Port Arthur, Tex., the Second Division of the Atlantic Torpedo Flotilla (Macdonough, Thornton, Tingey, and Wilkes) will pay a visit of one day to Beaumont, Tex.

The Arethusa, now at the Navy Yard, Mare Island, Cal., with a naval complement, has been ordered placed out of commission on October 15th, and placed in service with a merchant complement.

The Iris, now at the Navy Yard, Mare Island, Cal., with a merchant complement, has been ordered out of service and placed in commission with a naval complement on October 15th. The Iris has been assigned to duty as parent ship to the Pacific Torpedo Fleet, replacing the Yorktown.

The Concord, now at the Navy Yard, Puget Sound, Wash., has been ordered placed out of commission as soon as practicable.

The Princeton, now out of commission at the Navy Yard, Puget Sound, Wash., has been ordered placed in commission at that yard.

The collier Abarenda was placed out of service at the Navy Yard, Norfolk, Va., on October 6th.

The St. Louis, now at San Francisco on duty in connection with the Portola festival, will leave that place about October 25th for the Navy Yard, Bremerton, Wash., to be placed in reserve.

The vessels of the Atlantic Torpedo Flotilla and the Atlantic Torpedo Fleet, now at New York in connection with the Hudson-Fulton celebration, have been ordered to the Navy Yard, Charleston, S. C., to arrive during the latter part of October.

Upon the conclusion of the visit of President Taft to New Orleans, about Nov. 1st, the Second division of the Atlantic Torpedo Flotilla (Macdonough, Thornton, Tingey, and Wilkes) will proceed to Port Arthur, Tex., to pay a visit of two days' duration. After leaving Port Arthur the vessels will proceed to the Navy Yard, Charleston, S. C.

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MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED OCTOBER 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address care Postmaster, San Francisco.

Name. Type. Tonnage At

*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; San Francisco.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Zamboango.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Norfolk.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle, torpedo boat, 175 tons; Lewes, Del.
*Birmingham, scout cruiser, 3,750 tons; North River, N. Y.
*Blakeley, torpedo boat, 175 tons; Lewes, Del.
**Buffalo, auxiliary, 6,000 tons; Mare Island.
**California, armored cruiser, 13,680 tons; Nares Harbor.
**Callao, gunboat, 243 tons; Shanghai.
*Castine, gunboat, 1,117 tons; Navy Yard, N. Y.
*Celtic, supply ship; Tompkinsville.
**Charleston, cruiser, 1st class, 9,700 tons; Hongkong.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser; 3,750 tons; Navy Yard, N. Y.
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Annapolis.
**Cleveland, cruiser, 3d class, 3,200 tons; Hongkong.
**Colorado, armored cruiser, 13,680 tons; Nares Harbor.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; North River, N. Y.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; South Drill Grounds.
*Cumberland, sailing ship; Newport.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Navy Yard, N. Y.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; San Francisco.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class, 3,200 tons; Hongkong.
*Des Moines, cruiser, 3d class, 3,200 tons; Guantanamo.
*Dixie, transport; Lewes, Del.
*Dolphin, gunboat, 1,486 tons; Navy Yard, N. Y.
*Dubuque, gunboat, 1,085 tons; Target Grounds.
*Dupont, torpedo boat, 165 tons; Lewes, Del.
*Eagle, converted yacht; Norfolk.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
**Galveston, cruiser, 3d class, 3,200 tons; Hongkong.
*Georgia, battleship, 14,949 tons; North River, N. Y.
*Glacier, supply ship, 7,000 tons; Honolulu.
**Goldsborough, torpedo boat, 255 tons; San Francisco.
**Grampus, submarine; Sausalito.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,790 tons; Annapolis.
**Helena, gunboat, 1,392 tons; Hongkong.
*Hist, converted yacht; Portsmouth, N. H.

*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Case Inlet, Wash.
**Hull, torpedo boat destroyer, 408 tons; San Francisco.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; North River, N. Y.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; North River, N. Y.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; San Francisco.
*Louisiana, battleship, 16,000 tons; North River, N. Y.
*Macdonough, torpedo boat destroyer, 400 tons; Memphis.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Hampton Roads.
**Maryland, armored cruiser, 13,680 tons; Nares Harbor.
*Mayflower, converted yacht; New York.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Jolo.
*Minnesota, battleship, 16,000 tons; North River, N. Y.
*Mississippi, battleship, 13,000 tons; North River, N. Y.
*Missouri, battleship, 12,500 tons; North River, N. Y.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Lewes, Del.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Philadelphia.
*Morris, torpedo boat, 105 tons; Sag Harbor.
Nanshan, gunboat; Admiralty Islands.
*Nebraska, battleship, 14,949 tons; North River, N. Y.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; North River, N. Y.
*New Jersey, battleship, 14,948 tons; North River, N. Y.
*New York, cruiser, 8,150 tons; North River, N. Y.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; North River, N. Y.
*Octopus, submarine; Navy Yard, N. Y.
*Ohio, battleship, 12,500 tons; North River, N. Y.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Puerto Cortez.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Tompkinsville.
*Paul Jones, torpedo boat destroyer, 482 tons; Carra Inlet, Wash.
**Pennsylvania, armored cruiser, 13,680 tons; Nares Harbor.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; San Francisco.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Sausalito.
*Plunger, submarine; Navy Yard, N. Y.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Lewes, Del.
*Prairie, auxiliary, 6,620 tons; Hampton Roads.
**Preble, torpedo boat destroyer, 420 tons; San Francisco.
**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons; Olongapo.
*Rhode Island, battleship, 14,498 tons; North River, N. Y.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; North River, N. Y.
*Samar, gunboat, 243 tons; Hongkong.
*Scorpion, converted yacht; Constantinople.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.
*Shubrick, torpedo boat, 200 tons; Lewes, Del.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; Nares Harbor.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
**St. Louis, cruiser, 1st class, 9,700 tons; San Francisco.
*Stockton, torpedo boat, 200 tons; Washington.
*Stringham, torpedo boat, 340 tons; Lewes, Del.
**Supply, supply ship, 4,460 tons; Guam.
*Sylph, converted yacht, 152 tons; Washington.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Tacoma, cruiser, 3d class, 3,200 tons; Cristobal.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Navy Yard, N. Y.

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*Thornton, torpedo boat, 200 tons; Memphis.
*Tonopah, monitor, 3,225 tons; Annapolis.
**Truxtun, torpedo boat destroyer, 433 tons; San Francisco.
*Vermont, battleship, 16,000 tons; North River, N. Y.
*Vicksburg, gunboat, 1,014 tons; La Libertad.
**Villalobos, gunboat, 370 tons; Shanghai.
**Virginia, battleship, 14,948 tons; North River, N. Y.
*Viper, submarine; Navy Yard, N. Y.
*Vixen, yacht, 806 tons; Camden, N. J.
Wabash, receiving ship; Boston.
**Washington, armored cruiser, 14,500 tons; Nares Harbor.
*Wasp, converted yacht; New York.
**West Virginia, armored cruiser, 13,680 tons; Nares Harbor.
**Whipple, torpedo boat destroyer, 433 tons; San Francisco.
*Wilkes, torpedo boat, 165 tons; Memphis.
**Wilmington, gunboat, 1,3 2 tons; Nanking.
*Winslow, torpedo boat, 142 tons; Bradford, R. I.
*Wisconsin, battleship, 11,552 tons; North River, N. Y.
Wolverine, gunboat, 685 tons; Erie.
*Worden, torpedo boat destroyer, 433 tons; Lewes, Del.
Yankee, auxiliary, 6,225 tons; Newport.
*Yankton, converted yacht, Navy Yard, N. Y.
**Yorktown, gunboat, 1,710 tons; San Francisco.

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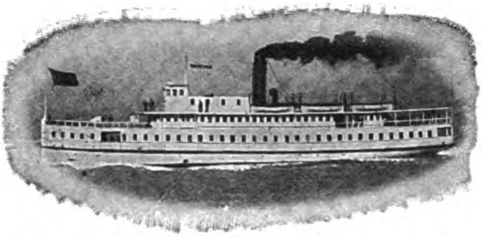

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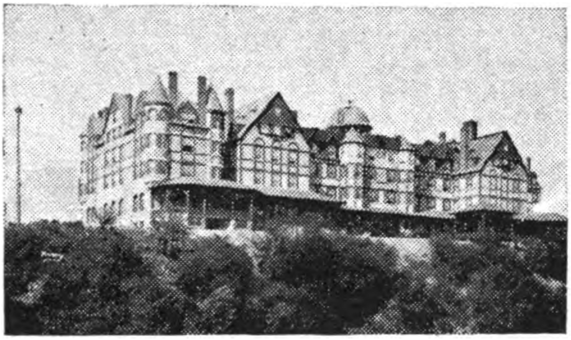

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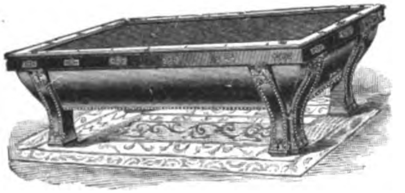

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Capital Paid Up - - - - - - -	$ 6,000,000.00
Surplus and Undivided Profits - -	4,948,970.51
Total - - - - - - - -	$10,948,970.51

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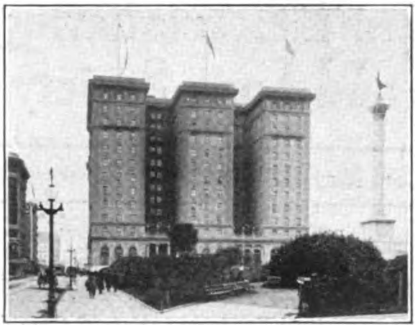
Customers of this Bank are offered every facility consistent with prudent banking
NEW ACCOUNTS ARE INVITED



HOTEL ST. FRANCIS

SAN FRANCISCO
Under the Management of James Woods

The Official Residence of President Taft during his stay in San Francisco

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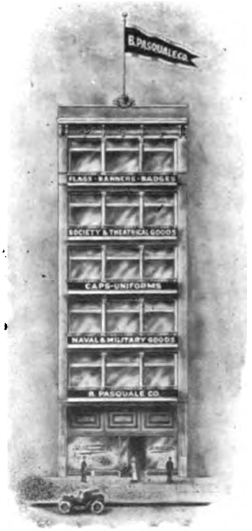

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A SPECIALTY

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CAP RIBBONS
OF ALL VESSELS

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NOTICE WHEN IN SAN FRANCISCO ALWAYS STOP AT

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One at
815 EDDY STREET
Cor. Van Ness Avenue

One at
846 KEARNY STREET
Under International Hotel

There you can secure a good room and Turkish Bath for **$1.00** Including Shower, Plunge and Rub-down.

RELIABLE HOUSE GOOD TREATMENT

TIME CARD

U. S. Naval Training Station, San Francisco, Cal.
June 16th, 1908

TELEPHONE

Station: Kearny 2940
Pier No. 3: Kearny 1972

VISITING DAYS

Wednesday—Between 11:40 a. m. and 4:40 p. m.
Saturday—Between 9:30 a. m. and 4:40 p. m.
Sunday—Between 9:30 a. m. and 5:30 p. m.

MAIL ADDRESS

U. S. Naval Training Station,
San Francisco, Cal.

NOTE: Tug Vigilant and steam launch trips are made to and from the Pensacola.
Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION
(for San Francisco)
Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

FOR OAKLAND MOLE
Steam Launches

7:00 A. M.	Daily except Sunday
8:00 A. M.	Daily
4:35 P. M.	Daily except Sunday

FOR FRANKLIN ST., OAKLAND
Steam Launch

9:00 A. M.	Saturdays only

LEAVES OAKLAND MOLE
(for Station)
Steam Launches

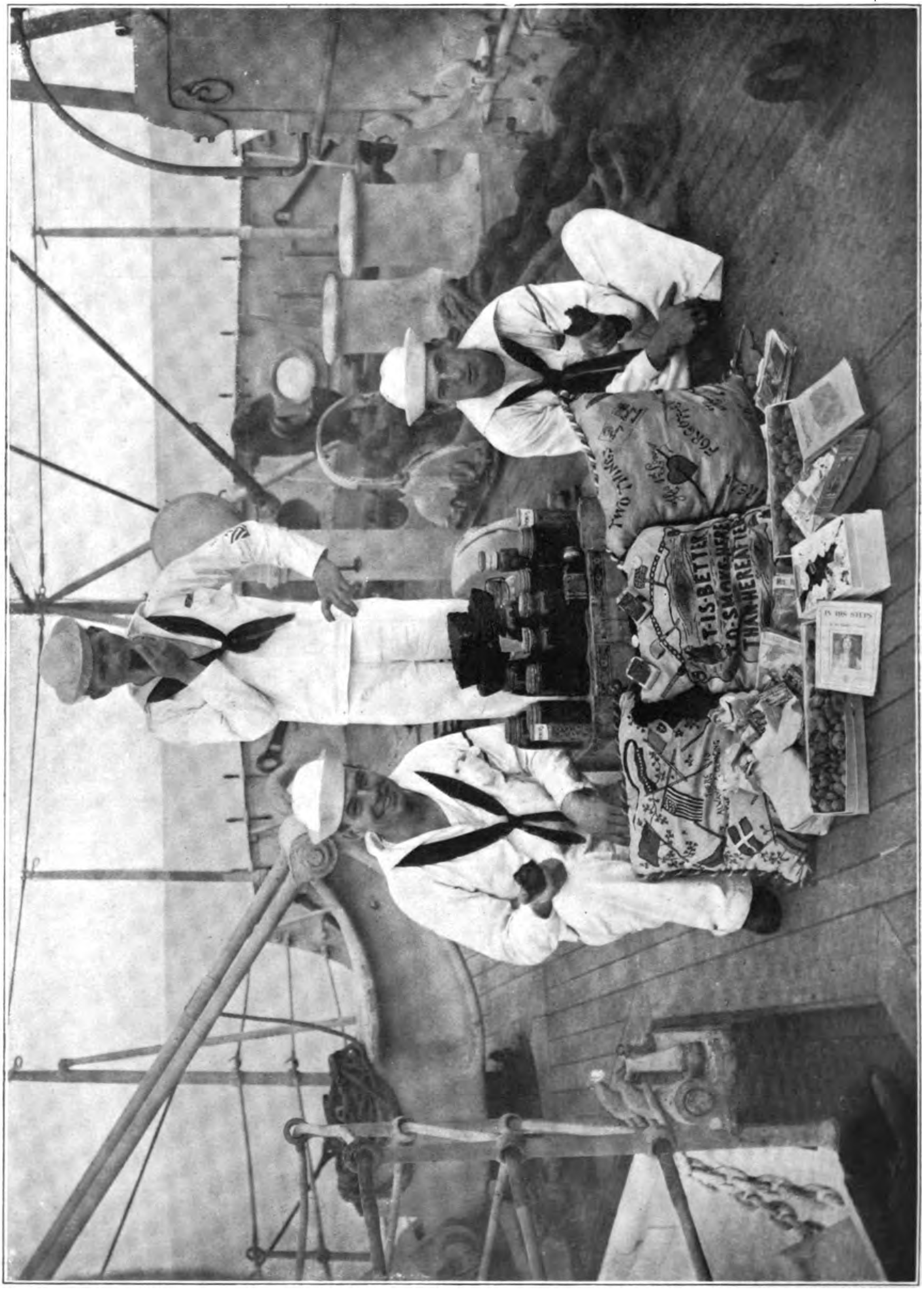
7:20 A. M.	Daily except Sunday
8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

LEAVES FRANKLIN STREET, OAKLAND.
Steam Launch

11:00 A. M.	Saturdays only

E. W. EBERLE,
Commander, U. S. Nav
Commandant.

§ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
** Trips marked thus not made on Wednesdays.


IT-IS-BETTER
TO-SMOKE-HERE
THAN-HEREAFTER
Two Things
Forget
IN HIS STEPS

A Box from Home

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III DECEMBER, 1909 No. 8.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.

PUBLISHED AND EDITED
BY
ENLISTED MEN
U. S. NAVY
AND
DEVOTED TO THE
ENTIRE SERVICE

A CIVILIAN'S VIEW OF THE NAVY

To most civilians the Navy is a complex thing, hard to understand and vague to comprehend. Some persons in civil life have made the Navy a study and whenever such is the case their opinions are of interest. In the Saturday Evening Post, Rufus Fairchild Zogbaum tells of his experiences with the American sailorman. Some exerpts are taken and printed:

"It has been said that the American enlisted man is a "great indisciplinarian." I do not think this is true of him in the sense that it is difficult to teach him respect for authority, or to train him in habits of order and of obedience to his lawful superiors. His natural attributes of courage and physical health, developed by his training; his admirable conduct in times of stress and peril; his willing submission to unavoidable hardship and discomfort, to necessary labor and toil; his cheerful and ready performance, under orders, of duty involving the possible sacrifice of his life, have proved him to be amenable to discipline of the right sort. Nevertheless, it must be confessed that he sometimes shows signs of restlessness and dissatisfaction—by perfunctory or indifferent execution of his work, rarely by downright insubordination or mutinous conduct—at what he may consider, rightly or wrongly, unjust treatment, or deprivation or restriction of his privileges. I have known a crew to coal ship slowly, the men adding hours to their labor, in protest against some real or fancied grievance, an act which did not speak well for the discipline of the ship.

Uncle Sam provides for his bluejackets with bountiful hand as to sustenance—as in other ways—and there is little or anything to complain of as to the quantity or quality of their food. There are some critics of the service, generally foreigners, in whose minds our American man-of-war's man may seem to be somewhat pampered in his tastes for the satisfaction of his appetite. I do not think this is so, although it must be conceded that Jack has of late years, become so accustomed to good food that there is hardly anything that will cause more dissatisfaction in a ship's company than the fact, or the notion, that what is given the men to eat is not—in cooking and serving, or in variety—up to the standard. It is comparatively seldom, however, that serious reason for discontent in this respect exists on board ship.

In any community, no matter how well governed or organized, there will always be some who will find opportunity for complaint, however unreasonable or unjustified, and the crews of our warships form no exception to the rule. It occurred to one ingenious commissary officer to establish a ways and means by which the men could settle such matters, to a large extent among themselves. He appointed what he called a chief kicker for the crew as a whole, and a kicker for each table in the general mess. Any disgruntled member of the crew can state his grievance, real or imaginary, to the kicker of his table. The chief kicker will investigate; just cause of dissatisfaction, which might not otherwise come to the knowledge of the commissary officer, will be reported to him, and trivial or unnecessary complaints on the part of individuals will be often nipped in the bud by the exercise of the usual good commonsense of the men themselves. The scheme has worked well, and has been adopted with successful results on more than one ship.

It is a time-honored custom in the Navy—although from stress of weather or other cause its observance in all details may not be invariable—for the ship's cook, freshly arrayed in the prescribed white or blue uniform of the day to make his appearance on deck just before the time to "serve up," bearing a neatly-spread tray with a full portion of the crew's dinner for "tasting" by the officer of the watch. Perhaps on some holiday or highday, when the cook has compounded a specially savory product of his skill, he may garnish the tray, on which the food is tendered to the officer's inspection, with curiously-carved decorations of carrot or turnip or potato; and if it be the Fourth of July or Washington's Birthday, tiny American flags are sure to be there in evidence, somewhere. I remember one young officer, coming below on his relief some time after "tasting" the dinner of the men, who declared it was so good that he had eaten it all and had no appetite left for the luncheon then being served to his own mess of the wardroom.

I do not mean to convey the idea that our bluejacket has the menu of a Delmonico to choose from. Occasional luxuries of the table there are. I know one ship—probably there are more—where the commissary officer has installed a forty-quart "freezer," and the seven or eight hundred men of the crew make short work of the couple of hundred quarts of ice cream the machine turns out on occasion. But in the main, Jack's is simple, wholesome, strong food for healthy, vigorous men, a large part of whose lives is spent in the open, or at the sort of work where brawn and muscle count; and I do not believe there are many workingmen the world over, afloat or ashore, in the public service or in civil life, who sit down, three times a day, in cleaner surroundings, to partake of food so carefully selected and, in general, so well prepared, as is that of the men of the crews of our warships. The days of "salt horse" and hard living have gone from the Navy forever, and it is better so.

And life in the Navy to-day—on torpedo boat or battleship; on survey vessel, where officers and crews plot and survey in open boats from early morning to set of sun; on gunboat rolling at anchor in open, tropic roadstead, and guarding, not by the weak power of her own ordnance, but by the might of the nation she represents, the interests of its citizens ashore—is energetic enough to meet the views of the most exacting advocate of the theory, "better to wear out than to rust out." Here is no place for the weakling. By this is not meant those deficient in physical health and strength, for such would have a hard time in "passing the doctor" when applying to enlist, but the feeble in character and the faint of heart, or the poor fool who fancies himself of finer clay than his fellows; who looks down, as beneath him, upon the unavoidable work that keeps his sea-home sweet and clean. Such a one had better keep out of the service. He will not like it, and he himself will not be liked. "Mamma's darling" and "Mollycoddle" he will be to the sturdy lads, his shipmates, in whose not always agreeable, yet necessary, tasks he would shirk his part. His lot will not be a happy one.

* * * *

SCHOOL FOR MACHINISTS

To increase the efficiency of the engine room force the Department has placed in commission a school to instruct enlisted men in the trade of machinist. The circular is as follows:

1. With a view to offering apprentice seamen and others entering the lower ratings of the artificer branch—engine room force—the same opportunities to become petty officers and warrant officers as are now offered those entering the lower ratings of the seaman branch, a class of the petty officers' school has been established at the Norfolk Navy Yard, where men not over 30 years of age, with good records, holding the ratings of chief water tenders, water tenders, oilers or firemen, first class, having an average mark in both mechanical ability and knowledge of marine machinery, taken from the enlistment record, of not less than 75 per cent, who are recommended by their commanding officers, are

eligible, on re-enlistment, for detail for instruction in the trade of machinist. Applications will be considered by the bureau.

2 Assignments to this class will be made on March 1st, June 1st, September 1st and December 1st of each year, each assignment for the present not to exceed 20 men.

3. Any man in the class found undesirable for further instruction by reason of misconduct, inaptitude or other causes will be reported to the bureau with the recommendation that they be removed from the class and sent to sea.

* * * *

APPRENTICE SEAMAN INSTRUCTORS

Chief petty officers to be eligible for detail as instructors of apprentice seamen at Naval Stations entitling them to the benefits of Article 1134, paragraph 8, Navy Regulations, in addition to being citizens of the United States and serving under continuous service, must hold permanent appointments as chief petty officers; must be not more than 45 years of age at time of detail; must be military in bearing and deportment, correct in dress, and neat in personal appearance, of good judgment and tact in handling recruits, and shall have served at least three months' probationary period as instructor of apprentice seamen.

A chief petty officer fulfilling the above conditions and who embodies in himself the qualities of the higher types of enlisted men, viz., devotion to duty, energy, zeal and intelligence, may be recommended for the detail. If so recommended he will be examined by a board of three line officers appointed by the commandant or commanding officer of the station ship. Such boards, in addition to satisfying themselves that the candidate fulfills the above requirements, will examine him orally in:

(a) practical work in the sail loft with palm and needle.

(b) practical work in rigging loft; knotting and splicing, including splicing of wire rope, hitches, bends, strapping blocks, etc.

(c) practical handling of boats under oars and sails, running and making fast lines, moorings, etc.

Ordnance

(a) practical knowledge of the manual "Landing Force and Small Arms Instructions."

(b) assembling and drilling under arms a company of infantry and two pieces of artillery.

(c) thorough knowledge of service arms.

(d) thorough knowledge of instructions governing the small arms target ranges and galleries.

(e) thorough practical knowledge of sight setting and ability to instruct in small arms marksmanship.

Signals

The examination must show a thorough knowledge of all systems of signaling used in the service, both day and night.

First Aid

The examination must show a thorough knowledge of the requirements in first aid to the injured.

An applicant who has passed a satisfactory examination in accordance with the foregoing provisions may be given an appointment by the commandant to continue in force for one year unless sooner revoked.

* * * *

SOUTH CAROLINA ACCEPTED

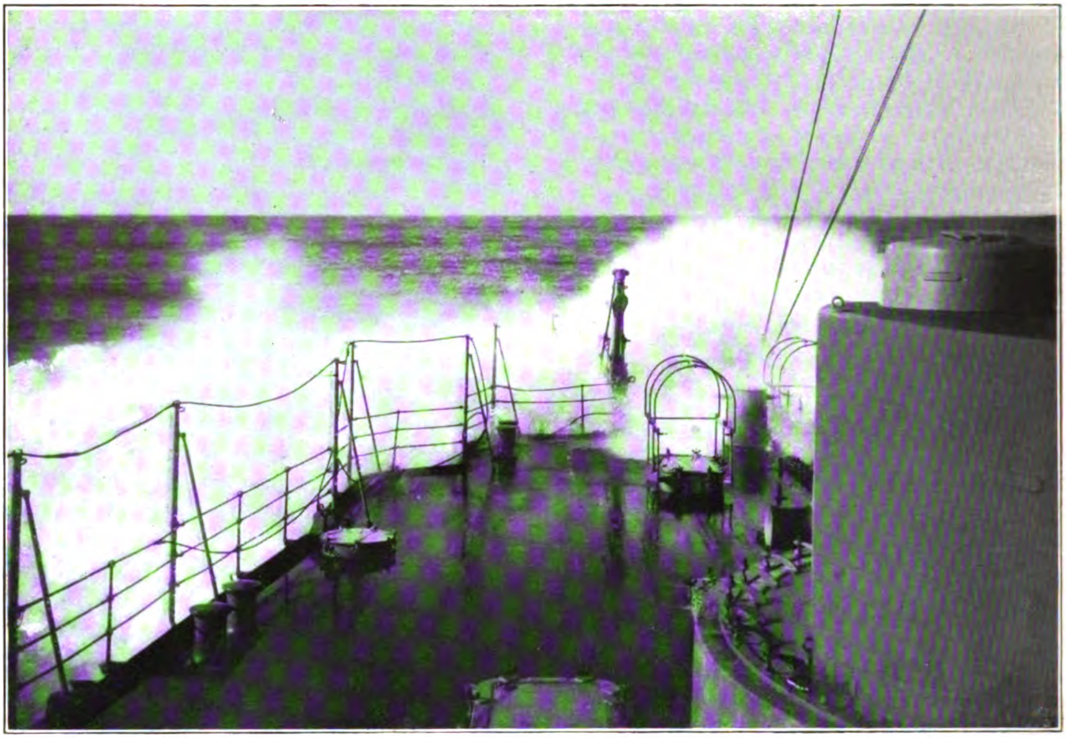
The battleship South Carolina was delivered to the Government November 8th, at the Philadelphia Navy Yard, by her builders, William Cramp & Sons. Captain Fechteler, who has been assigned to command her, will proceed, with his staff of ship's officers, to get her ready for service. She will be placed in commission early in December. The Michigan, which is to be commanded by Captain N. R. Usher, will be put in commission at the Philadelphia yard the latter part of this month.

These are the first American battleships of the Dreadnaught all-big-gun and heavy armor type. The Delaware and North Dakota being of a type of the newer Dreadnaughts, will not go into service until the late winter. The Delaware will be commissioned the latter part of January and the North Dakota about March 1st. The commanders of these vessels, while selected, have not yet been announced.

The Navy Department has not yet received the report of the board of inspection and survey, of which Rear Admiral A. Ward is president, concerning what appears to have been the remarkable conduct of the North Dakota. Considerable interest attaches to the comparative trials of the Delaware and North Dakota, owing to the fact that the latter is equipped with turbines, while the former has reciprocating engines.

* * * *

A circular has been issued by the Bureau of Navigation to commanders-in-chief and commanding officers giving the qualifications as chief petty officers, permanent appointments, and the appointment of turret captains.



A sea breaking on bow of the Ohio. **Pitkin, photo**

THE BATTLESHIP DELAWARE

The battleship Delaware, the first of the Dreadnaught class to have her trial trip, has a displacement of 20,000 tons, or 2,100 tons greater than the British Dreadnaught.

The Delaware is 510 feet in length on load water line, 85 feet, 2 inches in breadth, and her mean draught at bottom of keel at trial displacement about 27 feet. Her coal bunker capacity is 2,500 tons, which is sufficient to send her at a 10-knot speed a distance of 6,720 knots, or 28 days' steaming. She has triple expansion reciprocating engines and requires more than 900 men to man her.

Her armament consists of a main battery of ten 12-inch breech-loading rifles, and her secondary battery consists of fourteen 5-inch rapid-fire guns, four 3-pounder saluting guns, four 1-pounder semi-automatic guns, two 3-inch field pieces and two machine guns of 30 calibre. She has two submerged torpedo tubes.

As to speed, the Delaware has eclipsed any battleship afloat, here or in any other country. The nearest approaches to the speed attained to-day by ships in the class commonly known as Dreadnaughts were made by the British battleship Bellerophon, which made 20.75 knots; the British battleship Collingwood, which made 21 flat; the Dreadnaught, British, 21.85 knots, and the St. Vincent, British, 21. All of these vessels are of lighter tonnage than the Delaware.

The British battleship Temeraire, a turbine vessel of 18,600 tons, is reported to have made 22.07 knots an hour, but this has been denied by expert observers. The Temeraire's sister ship, Superb, also a turbine vessel, only made 20.75.

None of the French or German later ships of the Dreadnaught class is faster than 19 knots.

* * * *

MAY RATE IN EXCESS

As both fleets are shy of petty officers in the ratings of boatswain's mate and gunner's mates, the bureau has issued a circular stating that men in these ratings may be rated in excess of complement. The order follows:

1. In order to provide petty officers for the fleet, petty officers of the seaman and artificer branches serving on battleships, armored cruisers and cruisers of the first, second and third classes who have qualified as below stated, may be given acting appointments in the next higher ratings as follows: To boatswain's mate, first class; boatswain's mate, second class; gunner's mate, first class; gun-

ner's mate, second class; machinist's mate, first class, and water tender, upon the completion of the probationary period required by the Navy Regulations, irrespective of the complement of the ship.

2. No petty officer shall be advanced in accordance with this order until he has qualified professionally by individual examination before a board of at least two officers; and such board shall not recommend any petty officer for advancement whose record is not very good with reference to proficiency in rating, sobriety and obedience. A habit of overstaying leave shall bar a petty officer from further advancement.

3. Seamen, firemen, first class, and shipwrights may be advanced to the next higher rating of petty officer in their own branch, except to quartermaster, master-at-arms, plumber and fitter, printer and sailmaker's mate; and men in lower ratings may be advanced to seamen and firemen, first and second class, regardless of the complement of the ship, provided they are in all respects qualified and are serving in vessels as stated in paragraph 1.

4. The fourth paragraph states that men rated in excess of complement shall be available for transfer. The men serving longest in the rating to go first.

5. This paragraph shows the purpose of allowing men to be rated in excess of complement, viz., to fill vacancies in the fleet.

6. Advancement to chief petty officer in excess of complement shall only be made upon the recommendation of the captain transmitting form 46 in each case and the bureau's specific approval.

7. This paragraph states that men shall not be recommended for the ratings of yeomen, cooks, bakers, commissary stewards, electricians, painters, carpenters, shipwrights, machinists, etc., but if they show a particular aptitude for that trade they may be recommended for a course of instruction in service schools.

8. As there is at present an excess in certain ratings, notably chief master-at-arms, and quartermasters in the ratings of chief and first class petty officer, the bureau directs that no changes of men from one rating to a corresponding one in the same or another branch be made without the approval of the bureau in each case. It is also not desirable to recommend men for advancement holding a rate in one branch to a higher rating in another branch.

9. This refers to the transfer of men from master-at-arms to sailmaker's mate, etc. Only in exceptional cases will a change of this kind be made.

CREWS OF RECEIVING SHIPS

Hereafter the crews of receiving ships, shore stations and "yard craft" will be temporarily detailed in all cases unless by specific order of the Bureau of Navigation. The only exception will be men with 25 years' service in the Navy, bandsmen and officers' servants.

1. All assignments of men having less than 25 years' service in the Navy to duty at shore stations, to "yard craft" and to the crew rolls of receiving or other ships will be understood as temporary only, and such temporary details shall not continue longer than six months, except in the cases of bandsmen, officers' servants, and such others as may, upon the recommendation of the commanding officer, be regularly assigned by the bureau. Men on re-enlistment who, at the time of discharge are so assigned, will be placed on general detail.

2. In the case of shore stations, "yard craft" and station ships not carrying a recruit roll, the men referred to in paragraph 1 will, on re-enlistment, be transferred to the nearest receiving ship for general detail.

3. Men placed on general detail in accordance with paragraph 1, and those received from shore station, "yard craft" or stationary ships for general detail in accordance with paragraph 2, shall not be assigned to the crew roll or "yard craft" without the authority of the bureau, but reported daily on form 61 as available for detail.

* * * *

PEARL HARBOR A BASE

The Navy Department has approved the plans to make Pearl Harbor the future Naval base of the Pacific ocean, and in accordance the yard at Olongapo, P. I., will be abandoned and the station at Cavite will become merely a repair and supply station. This plan is in accord with the plans of the War Department to make Hawaii the principal army post of the Pacific.

Whether the headquarters of the third squadron of the Pacific fleet will be changed from Manila to Honolulu has not been stated, but it is thought that at least one division of that squadron will remain in Asiatic waters while one division of the first squadron or one division of the third will make Honolulu its principal port.

The main harbors of Hawaii will be fortified and every precaution taken to make Pearl Harbor impregnable. An army mine planter and submarine boats will compose a part of the harbor defenses. It has been suggested that the monitors in the Pacific ocean be sent there as auxiliaries until the fortifications are complete.

The following enlisted men have been granted the right to wear the Navy "E" as being members of the excellent gun crews:

(Pacific Fleet)

8-inch MARYLAND, Forward Turret

Geiger, L. P., Sea.
Jones, J. L., Sea.
Long, E. H., Sea.
Drake, F. D., Sea.
Mullen, J. J., Sea.
Earley, R. J., Sea.
Hawthorne, J., Sea.
Lawson, C. T., Sea.
Theissen, R. A., Sea.
King, J. C., T. C.
McDaniel, R., O.S.
Borel, R. J., O.S.
White, F. J., Sea.
Libowits, J., O.S.
Zieske, P., Sea.
Dunn, D. S., O.S.
Castle, J. B., O.S.
Boone, M., O.S.
Carey, H. J., B.M.1C.
Burns, S., Sea.
Donnely, J. I., Sea.
Coyne, S., O.S.
Shaney, J. P., Sea.
Silkett, I. C., Sea.
Abeloff, S., Sea.
Reaves, M. W., Sea.
Capp, C. M., Sea.
Bourne, C. M., Sea.
Anderson, J. M., E.2C.
Hollabaugh, C. L., O.S.
McCook, R., O.S.
Meighen, G. H., O.S.
Johnson, C. J., O.S.
Conway, P. J., O.S.
Lally, E. W., O.S.
Gordon, R. J., O.S.
Kirby, W. J., O.S.

6-inch WASHINGTON, No. 13

Van Mason, E., Cox.
Burkhart, W. W., Sea.
Hood, H. H., O.S.
Neville, H. H., Sea.
Beardsley, R. J., O.S.
Curtis, A., O.S.
Hultgren, F. F., O.S.
Wilson, H. E., Sea.
Veleske, P., Sea.
Lesser, L., O.S.
Schweitzer, F. C., O.S.
Hamilton, H., O.S.
Bracken, J. W., O.S.

Vessels Competing for the Cruiser Trophy

6-pounder CLEVELAND, No. 8

Welch, J., Cox.
Johnson, R., Cox.
Tow, R., O.S.
Sellman, G. J., O.S.
Seeger, G. M., O.S.
Lyons, J., G.M.3C.

Vessels Competing for the Torpedo Trophy

6-pounder HULL, No. 3

Daly, J. P., Oil.
Ryan, W. J., O.S.
Hazzard, H. R., F.2C.
Arnold, G. W., Sea.
Galston, J., O.S.

Torpedoes TINGEY

Madison, T., G.M.3C.
Flotman, E., C.G.M.
Hulse, A., G.M.2C.
Frank, S. C., M.M.2C.

(Atlantic Fleet)

12-inch LOUISIANA, After Turret

NAME RATE NAME RATE

Kerr, F., C.T.C.
Muntz, F. J., G.M.3C.
Neil, R., Sea.
Flynn, N. J., Sea.
Nash, J., Sea.
Howell, J., O.S.
Curtiss, C. N., Sea.
King, A. M., O.S.
Hock, J. P., O.S.
Ridenour, W. A., Sea.
McCaslin, J. H., O.S.
Anthes, E. F., O.S.
Hughes, U. R., O.S.
Eckert, E. J., O.S.
Dallman, W., Sea.
Muir, J. F., O.S.
Connell, J., Cox.
Procknow, W. C., C.B.M.
Coyne, P. F., Sea.
Hasamaer, L. H., G.M.3C.
Wakeman, H. T., E.1C.
Peters, H., Cox.
Fielder, E. C., B.M.2C.
Kenny, J., Cox.
Owen, W., Sea.
Argyle, L., O.S.
Grove, H. R., O.S.
Junius, J. C., O.S.
Lott, R. H., Sea.
Kelly, M., O.S.
Rogers, S. L., O.S.
Casey, O., O.S.
Holzermer, C. F., Sea.
Smith, J. F., Sea.
Price, E. A. H., Sea.
Rodowski, J. J., Sea.
Glaeser, O., Sea.
Krauch, E. V., Sea.
Tozer, Z. A., Sea.
Nyberg, M., Sea.
McWilliams, P. O., O.S.
Gilroy, J., Sea.
Hahn, G. W., O.S.
Hughes, C. C., O.S.
Beat, E. L., O.S.
McDonald, H., O.S.
Schnack, H., Sea.
Howington, R. L., O.S.
Koettker, H. L., Sea.
Bruck, O. L.
Ullery, L. W., Sea.
Marcelli, F. A., O.S.
Stevens, W. W., O.S.
Hammcnd, C. J., O.S.
McComic, C., O.S.
Beat, E. L., O.S.
McCard, J. K., O.S.
Justice, R. Z., O.S.
O'Connor, J. J., Sea.
Hill, E., Sea.
Marik, J. F.

12- and 8-inch Superimposed

NEW JERSEY, After Turret

Rodgers, M. M., C.T.C.
Gore, W. F., E.2C.
Knowles, F., Sea.
Mayer, H. E., Sea.
Palmer, E., Sea.
Finn, J., B.M.1C.
Anderson, A., O.S.
Parsons, J. J., O.S.
Kessel, B. B., O.S.
Wheeler, H. P., O.S.
Dean, I. L., O.S.
Luke, B. F., O. S.
Theaker, G., Sea.
Rogers, H., S.M.M.
Sedlock, A. L., Sea.
Hansen, A. L., Sea.
McCaulley, E., O.S.
Kairat, W. H., Sea.
McNamara, J., Sea.
Still, C. A., Sea.
Casey, J. P., Sea.
Vincent, F. X., Sea.
Studley, J. L., O.S.
McGlinchey, J. J., O.S.
Jablosky, J. P., Sea.
Kisner, C. W., Sea.
Donahue, T. E., Sea.
Stoebe, J. H., Cox.
McLaughlin, J. L., Sea.
White, B. C., Sea.
Seitz, P. A., O.S.
Lee, M., Sea.
McPhee, D. L., O.S.
Campbell, J. P., Sea.
Becker, C. J., Sea.
Connant, C. B., Sea.
Sakers, R. W., O.S.
Davis, J. A., O.S.
Connolly, J. J., Sea.
Garrett, E., Cox.
Reick, O., Ptr.1C.
Caple, C., G.M.1C.
Cate, L. A., Sea.
Maloney, W. S., Sea.
Hack, W. H., Sea.
Miller, C., Sea.
Hahn, J., Sea.
Lamb, J. H., O.S.
Dickover, C., O.S.
Lentz, C. W., Sea.
Henry, E. K., O.S.
Lancaster, R. R., Sea.
Jones, L. E., Sea.
Randall, G. D., Sea.
Hasselroth, S., Sea.
Miner, V., O.S.
Hunt, C. J., Sea.
Dougherty, E. V., O.S.
Teabo, J. G., O.S.
Snyder, W. E., O.S.
Van Dyke, C., Sea.
Stinson, W. S., Sea.
McKinnies, C. E., Sea.
Flood, J. E., O.S.
Craig, B. J., Sea.
Whitten, E., Sea.
Larzalier, A. H., Sea.
Hieronymus, C. D., Sea.
Tree, H. L., Sea.
Stonehill, S., O.S.
Simonowitz, C., Sea.
White, V., Sea.
Raber, H. S., Sea.
Lynch, J. D., Cox.
Bliss, W. T., Sea.
Holly, J. L., Sea.
Mattox, E. A., Sea.
Calloway, W., Sea.
Dowd, T. F., Sea.
O'Neill, V. E., Sea.
Brown, L. E., Sea.

8-inch NEW HAMPSHIRE, Turret No. 3

Mulvihill, D. Y., T.C.1C.
Owens, R. W., Cox.
Melvin, G., O.S.
Schilb, O., O.S.
Knepper, H. R., Sea.
Joerger, W. B., O.S.
Smith, E. A., O.S.
Shaffer, C. T., O.S.
Kunste, E. F., O.S.
Essington, P. E., O.S.
Maher, T., O.S.
Wells, F. R., O.S.
Scarborough, C. C., O.S.
Singleton, R. L., O.S.
Boder, J. J., Cox.
Moore, L., E.2Cl.
Sullivan, T. F., O.S.
Casey, R. E., O.S.
Sullivan, T. J., O.S.
Smith, T. L., O.S.
Painter, H. H., O.S.
Plaice, W. H., O.S.
Richards, C. H., O.S.
Parady, J. R., O.S.
Schwab, A. J., O.S.
Butler, G. A., O.S.
Davenport, H. L., O.S.
Rosenblatt, J., O.S.
Hill, E. E., O.S.

Diver ready to descend. Barker, photo

7-inch NEW HAMPSHIRE, No. 8

Bunn, H. R., Sea.
Schoenweiss, V., O.S.
Mrozek, J., Sea.
Fellows, L. B., O.S.
Avery, E. L., O.S.
Lull, W. P., O.S.
Herbert, E. A., O.S.
Laessig, C., O.S.
Murname, J. A., O.S.
Martin, H. G., Cox.
Turner, E. J., O.S.
Delage, J. E., Sea.
McCoy, F. E., O.S.
Sharp, M., Cox.
Boyer, R. K., O.S.
Campbell, J. L., O.S.
Andrews, W. F., Sea.
Steltenkamp, J.F., G.M.1C1

6-inch, 50-caliber NORTH CAROLINA, No. 6

Duren, W., Cox.
McKinsey, F. R., O.S.
Lipski, A. J., M.aA3
Sell, H. M., O.S.
Brown, W. H., O.S.
Fishburn, J. G., Sea.
Meyers, R. A., G.M.2C
Bowney, J., O.S.
Michaelson, T., O.S.
Standerford, F. B., O.S.
Kennedy, W. F., O.S.
Szulta, F. A., O.S.
Wood, L. O., O.S.

NORTH CAROLINA, No. 8

Hinman, C. E., Sea.
Chaney, V. A., Sea.
McMath, J. C., O.S.
Prucha, J. J., Sea.
Hilf, A., O.S.
Griggs, C. C., O.S.
Kuhns, C. W., G.M.2C
Nickerson, E. T., Sea.
Douglas, G., O.S.
Means, L., O.S.
Hullett, J. C., O.S.
Huber, C. A., O.S.
Locher, A., O.S.

3-inch, Night, Steady, MONTANA, No. 12

3-inch, Rolling GEORGIA, No. 2

McCarthy, J., Pvt.
Hicks, E. H., Pvt.
Arnold, G., Pvt.
Furister, V. L., Pvt.
Harris, G., Pvt.
Nowak, F. K., Pvt.
Wilbur, B. R., Pvt.

3-inch, S. A., Rolling, NEW HAMPSHIRE, No. 1

Bagnell, W., O.S.
Stoller, H., O.S.
Keller, J., O.S.
Walters, H. W., O.S.
Graves, J. H., O.S.
Valent, A., G.M.1C1

MINNESOTA, Port Forward Turret
Not in yet.

* * * *

BLUEJACKETS REWARDED

James King, a water tender on the U. S. scout cruiser Salem, has been awarded a medal of honor and a gratuity of $100 for extraordinary heroism in the line of duty on the occasion of an accident to one of the boilers of that ship while at sea, on September 13th.

Upon the recommendation of the Secretary of the Navy, silver life saving medals were awarded by the Secretary of the Treasury today to Michael Maillia, chief boatswain's mate on the cruiser Pennsylvania, and to Frederick McNeeley, second class yeoman on the cruiser Mississippi, for gallant conduct in rescuing shipmates from drowning.

* * * *

The torpedo boat destroyer Hopkins put into San Diego harbor on her way to target practice at Magdalena bay to fill her water tanks and make minor repairs to machinery.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

DECEMBER, 1909

R. C. Shepherd, U. S. N. ...... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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DISCHARGED WITHOUT HONOR

Some men fail to realize the full after effect of a bad discharge. The tenacity with which the stigma of disgrace clings to one does not strike them until it is too late.

Discharged as undesirable.

Would you—shipmate—be proud to show your "undesirable" to your mother? No, you would not. Yet, boys and men, drift into the undesirable class without attempting to check their slackness.

The Navy is not a bed of roses. No one believes that. But a man who has sworn to serve the United States for four years has accepted an obligation that his manhood should make him fulfil to the very best of his ability.

Many men enlist who are disappointed in Navy life. That is inevitable in a military organization. But the man who shirks when he finds his duty distasteful not only violates his oath to his country but does irreparable damage to his own self-respect and his own ambitions.

It is only the vicious that should be discharged as undesirable. Some of this class will be enlisted. Yet have you not heard men openly boasting that they were working for a "straight kick" or a "small ticket, quick"? You probably have. And you may have smiled, but in your heart you marked that man as a quitter; a man with a yellow streak as broad as the gun deck up his back; a man too cowardly to do his part in the game of life.

Discharged for bad conduct.

That is another desirable black mark to carry with you until death. Would you like to have one? Overstaying liberty, refusing duty, insolence and such like lead one quickly toward a bad conduct discharge—a ticket smeared with red.

A simple violation of some rule of discipline may be caused by ignorance or carelessness. Then is the time to take a jerk in your conduct and be good. Because a man gets one small mark against his record his Navy career is not ruined. Good behavior will sink that quickly. There is not an officer in the Service who will not give a man a chance to stay straight. Little offenses should not start a man on a series of graver ones that gradually lead to a serious breach of law and then the "beach."

Many men, in fits of despondency or homesickness, start working for a discharge. They do some trifling thing and then liberty breaking and ship jumping follow. Gradually "booze" and sometimes "snow" and "hop" enter into the race and then the Navy is glad to rid itself of the man who is not fit for respectable association.

After committing themselves several times some men begin to realize what the full after effect will be. Then most of them quit their foolishness, but others go on and have their final fling at disgrace in a pitiable manner. They affect a sort of bravado and go through their disgrace smilingly. But not because they are happy. A smile then merely hides the crumbling of a man's straight look into the shifty glance of the criminal and weakling.

Last month eight men were discharged from one station for bad conduct and undesirability. Seven of these were recruits, mere boys who will know the blasting effect of their disgrace after it is too late. It is pitiable but nothing more. They were all disgraces to the uniform they wore and the Navy is better for their humiliation.

One boy broke down when he found his mother knew of his "beach." He thought he was going home and lie to her about his discharge. He wanted to play crooked with his best of friends. When he knew he could not do this he begged for just one more chance but his realization had come too late. He went to the beach broken hearted and mostly because he imagined it was smart to insult petty officers and overstay his leave. He wanted to be a "hard guy," but when he was made one with a brand that will last for life he bitterly repented.

* * * *

THE TRAINING STATION

Americans have ceased to wonder at novel ideas of naval architecture. Radical changes in the style and appearance of ships and fighting machines have come so fast in the past decade that one almost expects some seeming impossibility to happen each month or year. A ship can hardly be launched until she is reckoned with the "has beens" and scores of Naval experts are puzzling their minds to create her better. One thing has been overlooked in this rush for Naval excellence. That is the training of the enlisted man during what is termed the apprentice period.

A good many years ago Rear Admiral Stephen B. Luce induced the Navy Department to put in operation a training system to man the American ships with better men. Newport was made the training station and such good results followed that Norfolk and San Francisco were later made training stations. The system in vogue then was admirable for the Navy of that day. Since then, however, the Navy has changed for the better, but the training system has never advanced. In some days it has retrograded.

The present plan is to select a chief petty officer from the seaman branch and place him in charge of 80 recruits. These men are his charge. He drills them, teaches them and tries to make sailors of them. The usual time allowed is from three to four months. A warrant officer or mate is placed in charge of the battalion and one commissioned officer detailed to act as senior drill officer. These men follow rules laid down by the Department and it is probable that as good results as possible are obtained by the present men in charge working under the antiquated system in vogue.

What should be done is to remodel the entire training system and make it worthy of the present Navy. It would involve no additional expense. It simply means a small amount of thinking and then some action.

The first charge should be in the method of selecting chief petty officers as instructors. At present officers in charge of training stations are forced to take who they can get. They have no selection. A man is not required to be a teacher in order to instruct apprentice seamen. But he should be.

Then chief boatswain's mates, chief masters-at-arms, chief quartermasters, etc., are bunched indiscriminately and all made to perform the same work at training stations. It is an injustice to these men to expect them to do this work well. The chief quartermaster in the Navy is as much a specialist as the chief electrician. It would be just as fair to expect the electrician to teach ordnance as the quartermaster. Yet the quartermaster and the master-at-arms are placed over apprentice seamen and required to teach men ordnance, seamanship, signalling, drilling and various other things.

The training system should be modeled more on the plan of a large school than the present plan. There should be chief quartermasters to instruct in signalling, boxing the compass, handling the lead line and the various other duties of the quartermaster aboard ship. The boatswain's mate should have charge of the instruction in seamanship, and gunner's mates or turret captains who have qualified in the seaman gunner's school should teach ordnance. Master-at-arms should be detailed as company commanders, with 40 instead of 80 men to the company. These men would have charge of instructing the recruits in handling their clothing, in showing the proper respect to officers and in general conduct.

This plan would take a few more instructors, possibly twice as many as are used at present. It would mean so many men withdrawn from active service aboard ship. But it would give the training system its proper status and create desirable shore billets for deserving men who would study and prepare to be of the most benefit when detailed at a training station.

Every chief petty officer in the Navy is not a desirable instructor. Few are excellent ones. It means extra study and extra work for the man who instructs recruits. It is a hard and thankless job and few want it. But with the proper system it would be a desirable job and men would want it.

At each training station should be a school for instructors and a specially qualified officer should be in charge. Classes should be held as often as possible and the training work discussed. The instructors should be encouraged to suggest improvements in the present methods and to take more than passing interest in their work.

At present one can tell by questioning an ordinary seaman newly arrived aboard ship whether he had a chief gunner's mate, chief quartermaster or what rating as an instructor while that man was an apprentice seaman. If the gunner's mate had him, he has a fair knowledge of gunnery and ordnance, but is deficient in other branches and so on for the quartermaster and boatswain's mate. Each man teaches best in the branch he is best qualified to teach.

The present allowance of chief petty officers at a training station is two for every 100 apprentice seamen. With this allowance increased to three to every 100 apprentice seamen the system such as suggested here could be started. It would mean work but results would show quickly. The recruits would have a specialist to instruct them in every line. Haphazard guessing could be eliminated from the teaching of the present day and a good course of instruction gradually devised at the meetings of the instructors in the instructors schools.

The time allowed to break the raw recruit from his prairie habits and make him resemble a sailor is too short. No man can change the habits and ideas of from 18 to 25 years in four months. He needs at least six to begin to change and then he could be sent aboard ship with a working knowledge of the Navy, and not jumble things.

* * * *

BIG THINGS FOR NAVY

This is indeed the day of big things in the United States Navy. Two super-Dreadnaughts, the Delaware and North Dakota, are under trial and the largest dry dock in the world, at Pearl Harbor, H. T., is under way. The North Dakota is so much better than her specifications that exultation over her performances is justifiable. The North Dakota was to be a 21-knot all-big-gun ship, and she proves to be of 22 knots or better. Her achievement looks like a triumph for the Parsons turbines, with which she is fitted, for the Delaware, which previously held the record for battleships so quickly beaten, has engines of the reciprocating type.

In normal displacement the British battleship Neptune, recently launched, will be as big a ship or perhaps slightly larger (20,250 tons) than the North Dakota, but the American battleship is almost ready for commission, and it will be some time before the Neptune flies the flag. The fact will hardly be disputed that the United States can point to the Delaware and North Dakota as the most formidable battleships afloat. At the same time Great Britain has in the original Dreadnaught, the Bellerophon, the Temeraire and the Superb, all in commission, and with the addition of the powerful and fleet battleship cruisers Invincible, Inflexible and Indomitable, also in commission, a well-rounded fleet of all-big-gun ships. The necessities of the case require Great Britain to be always in the van, so that when the Florida and Utah, sister ships to the Delaware and North Dakota, are completed, Great Britain will have reinforced her all-big-gun fleet with the Neptune, Colossus and Hercules, and perhaps another battleship still unnamed, and she will be rapidly laying down other big ships to maintain her superiority over Germany.

In the recent armor and gun test in France when the obsolete battleship Jena was used as a target, it was demonstrated that the protection of the Jena could not resist the projectiles of big guns. The result ought to be gratifying to American constructors, for the Delaware and North Dakota are much better armored than British ships of the Bellerophon class, the Americans having a uniform thickness of 11 inches amidships, at the ends and on the deck slopes, as compared with 11 amidships, six and four at the ends and two and a half inches on the deck slopes for the British ships. In battery power there is not much to choose, and perhaps the difference in speed will not prove to be striking, but the uniform and thicker protection of the American battleships ought to count mightily in action.—Baltimore Sun.

* * * *

RETIREMENT OF ENLISTED MEN

The retirement feature of the service is sometimes lost sight of by young men upon first entering the Navy, but it is in reality one of the most important benefits held out to men as a reward for faithful service. Hitherto only about fifty men a year have taken advantage of the retirement privilege, but it is believed that this number will steadily increase, in view of the increasing percentage of continuous service men. The re-enlistments jumped from 32.2 per cent in 1907, to 57 per cent in 1908, and to 65 per cent in the past year.

There were 277 retired men living on June 30th, last, 48 having been retired during the year just ended. The average pay on the retired list is $53 a month, to which should be added $15.75, allowance in lieu of rations, quarters, clothing, fuel and light. This average pay will increase as the years go by, because of addition of re-enlistment money, which went into effect three years ago. A retired man receives three-quarters of his pay and allowances, except money for good conduct medals, and for certificates of graduation, which are allowed in full.

Payment is made monthly by government check, either from the pay office at the Naval Home, Philadelphia, or the pay officer of the U. S. S. Independence, as the men may select. They are eligible to treatment at a naval hospital if they request it, and they have no duty of any kind to perform, except once a month they report their address, filling out a form for the purpose. Penalty envelopes are furnished them to make their reports. There are no restrictions regarding acceptance of outside employment, and many retired men who are still in their early fifties, and ablebodied, take up various forms of vocation. It is not difficult to obtain congenial employment if they wish it, for there is usually a demand for a man trained in the Navy, for duty as shipkeeper, armorer of militia organizations, drill master, instructor, etc.

Besides the retirement privilege, a man serving twenty years, if disabled, may draw a service pension equal to one half his pay, and apply besides for a disability pension. After ten years' service, a man with good record, who is physically unable to remain in the service, may receive a service pension for a limited term of years, and in addition apply for a disability pension from the Commissioner of Pensions.

* * * *

NEW BATTLESHIP STARTED

Work on the new 26,000-ton battleship Arkansas, without question one of the two largest ships of war building in the world, has been officially started by the New York Ship Building Company of Camden, New Jersey. It is stated officially that 1 per cent of her weight has already been added. Nothing has as yet been done on her sister ship, the Wyoming.

The South Carolina, making 27 on the active list in all, has been delivered to the United States Government. She is the second all-big-gun ship to go in commission in the United States Navy.

Work on the various torpedo boats, submarines and colliers is being pushed rapidly, and several will be commissioned early in the year. The destroyer Reid and submarines Stingray, Tarpon, Bonita, Narwhal and Grayling have been delivered to the Government at Charlestown Navy Yard. The per cent of construction of the ships of the Navy on November 15 was as follows:

Battleships—99.9; the Delaware, 79.4; the North Dakota, 96.6; the Florida, 38.3; the Utah, 50; the Arkansas, 1.

Torpedo boat destroyers—The Smith, 99.4; the Lamson, 92.8; the Preston, 95.9; the Reid, 100; the Paulding, 46.1; the Drayton, 37; the Roe, 66.4; the Terry, 65.8; the Perkins, 59.3; the Sterett, 58.1; the McCall, 34.2; the Burrows, 34.2; the Warrington, 53; the Mayrant, 54.6; No. 32, 3.2; No. 33, 7.9; No. 34, 5.2; No. 35, 8.2; and No. 36, 3.4.

Submarine torpedo boats—The Stingray, 100; the Tarpon, 100; the Bonita, 100; the Snapper, 99.3; the Narwhal, 100; the Grayling, 100; the Salmon, 87; the Carp, 16; the Barracuda, 16.1; the Pickerel, 13; the Skate, 13.1; the Skipjack, 8.4; the Sturgeon, 8.4; the Tuna, 7.7; the Seal (Lake), 28.2.

Colliers—The Prometheus, 99; the Cyclops, 40.9.

* * * *

Men are hereafter not to be enlisted or discharged at sea. If a man desires to reenlist on board his ship, he will be detained until arrival at the next port, there to be discharged and enlisted.

* * * *

THE CALL OF THE SEA

(With the usual apologetic stunts to Mr. Rudyard Kipling, who discovered the metre many years ago.)

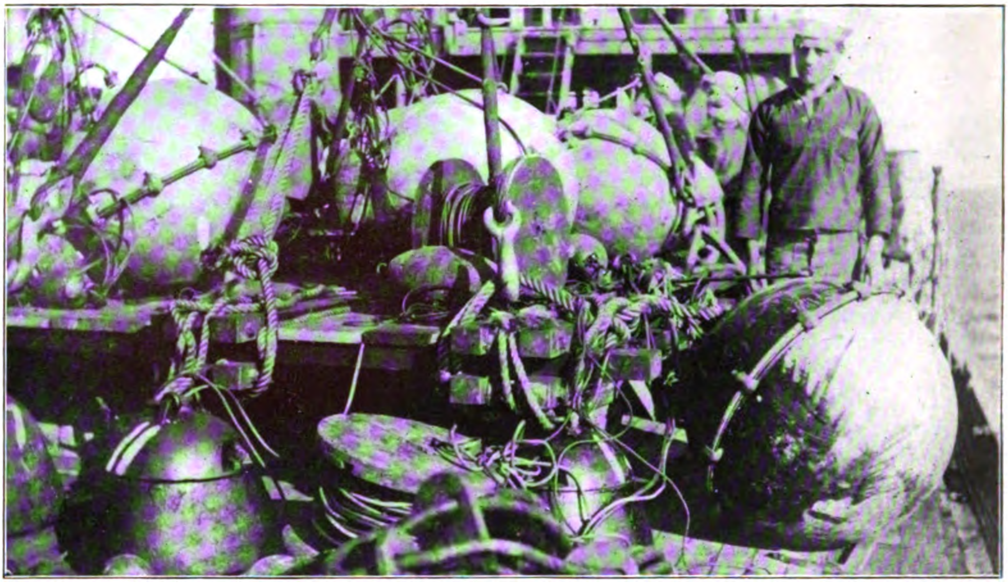
By Robert Bruce

Ship me somewheres 'way from Frisco,
Ship me east or ship me west,
Send me out, oh Uncle Sammy,
Where my sailor clothes are best.
    Where no cits are ever worn,
    Where the sun comes out at morn
    'Stead of blinkin' and a shrinkin'
        from the fog bells and the horns.

Send me to the Asiatic,
To the south seas or the north,
Send me anywhere, kind department,
Where in "regs" I may come forth.
    Where no cits are ever worn,
    Where the sun comes out at morn
    'Stead of blinkin' and a shrinkin'
        from the fog bells and the horns.

Send me to that dear Samoa,
Or to Wakiki or Perth,
But keep me here in Frisco
And I'll die from want of mirth.
    Send me to another land,
    Where the sunshine warms the sand
    And no drizzly misty weather puts
        the "rheumy" in my hand.

Send me out, that's all I ask you,
To a big ship or a small,
I would welcome any transfer
Send me, send me, 'fore I crawl.
    Send me to another land,
    Where the sunshine warms the sand
    And no drizzly misty weather puts
        the "rheumy" in my hand.



NAVY YARD NOTES

Mare Island, California

William Campbell, ordinary seaman, attached to the gunboat Yorktown, sought to desert while the vessel was tied up in the middle of the channel. He jumped overboard and commenced a long swim, but the tide was running out so strongly that he was carried back by its force to the Mare Island shore.

He was seen by a sentry and when he reached the dock was promptly arrested and placed in the guard house awaiting court martial.

* * * *

It is reported here that the Navy Department is planning the construction of a million-dollar causeway to connect Vallejo, Cal., with the Mare Island Navy Yard. Inspector of Public Works A. C. Lewrenz, who is working on the specifications, states that the plans will be submitted to Congress with the recommendation of the Committee on Naval Affairs at the next session. Congress will be asked to appropriate $500,000 to start the work.

* * * *

The Navy tug Navajo left for Magdalena bay, towing a raft target that is to be used by the destroyers and other warships. The cruiser Albany and all the destroyers have reached Magdalena and all are to remain there during November, engaged in maneuvers and target practice. Later, the Albany proceeds to the Asiatic station, and the destroyers, or many of them, will rendezvous at San Diego for the greater part of the winter.

Orders have been received at Mare Island to rush the repair work on the cruisers Raleigh and Cincinnati, as they are to go on the Asiatic squadron as soon as they are placed in commission. The men in the construction and repair department are at present engaged in work on the New Orleans, and will not be able to go to the more important work until the present job is completed.

* * * *

George E. Hanscome, wireless inspector of the Mare Island Station, will return from Alaska about the 1st, according to wireless advices. He has been along the Alaskan coast making wireless tests and inspections, and has been away from Mare Island for more than a month.

* * * *

The submarine boats Grampus and Pike, convoyed by the Navy tug Fortune, made a trip outside the harbor, going as far as the lightship, some miles beyond the heads. The boats left their anchorage off Sausalito early in the morning and went direct to the lightship, the seas being smooth, but did not make any descents. They remained close together, and near the Fortune, and had a smooth sea and good weather during their two or three hours' trip.

* * * *

Carrying a dozen mechanics who are detailed to make repairs to the United States coaling station at Pichilinque bay, Mexico, the auxiliary cruiser Buffalo sailed November 1st from the Mare Island Navy Yard.

The Buffalo was ordered to proceed to Magdalena bay and bring to the United States for interment the bodies of sailors now buried there. The orders were changed to some extent later and the Buffalo has proceeded to Panama.

* * * *

Orders received at Mare Island Navy Yard direct that the cruiser New Orleans, which has just been placed in commission after extensive repairs, be equipped with a wireless outfit at once. The work of installation will be undertaken without delay, as it is desired that this outfit be subjected to a thorough test before the cruiser sails for the Asiatic station.

* * * *

Bremerton, Washington

The gunboat Concord, which recently arrived at this yard from Guam, was placed out of commission. The officers and crew of the Concord were transferred to the gunboat Princeton. Admiral A. G. Berry, head of the board of general survey of vessels in the Pacific, inspected the Concord this week to ascertain what repairs are necessary to place the ship in sea-going condition again.

* * * *

The cruiser St. Louis arrived at Bremerton from San Francisco, November 4th, to go out of commission and undergo repairs. Her sister ship, the cruiser Milwaukee, now at the Puget Sound Navy Yard, will take the St. Louis crew and go on the active list.

* * * *

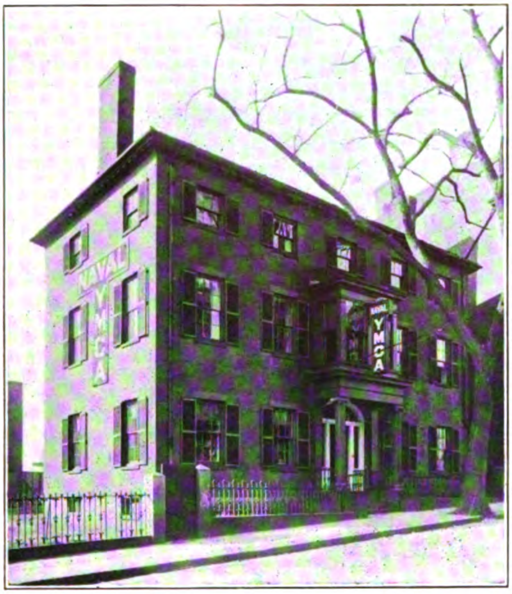
The football team of the cruiser Milwaukee defeated the Ramblers of Seattle, on the marine grounds, by a score of 23 to 0. The sailors had a vast advantage in weight and they won out by playing straight football.

* * * *

The gunboat Princeton has gone into commission at Bremerton, with Commander C. H. Hayes as commanding officer. The Princeton had been out of commission for several years. No orders have been issued for the Princeton, but it is understood that she will be stationed in Central American waters.

* * * *

Estimates have been completed for the excavation and grading of the site of the new marine barracks at the west end of the Navy Yard. The estimates were made by the civil engineer's office of this yard and will be sent to Washington for approval. It is expected that the contract for the preliminary work will be let early next year and that grading will commence with the arrival of favorable weather in the spring.



Charleston Naval Y. M. C. A.

Portsmouth, N. H.

A shore home for the enlisted men of the United States Naval Service, to be known as the Charlestown Naval Y. M. C. A., was opened in the historic Edward Everett mansion, No. 14 Harvard street, Charlestown. The establishment of a Charlestown branch is the outcome of an idea of Helen Gould of New York, which has taken form within the past few years in many large cities where there is a Navy Yard. Alfred C. Estes is in charge of the branch, which will be opened day and night. Reading, games and pool rooms are being fitted up, and sleeping quarters for more than fifty men are also receiving wholesome bedding and attractive furnishings.

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The submarine boat Bonita, the fifth to be delivered at the Charlestown Navy Yard in the last two weeks, has arrived from the Fore River Shipbuilding Company's plant at Quincy, The Snapper, another boat of the same type, is expected to be ready in about three weeks.

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No one who visits the Charlestown Navy Yard at the present time can help but notice the amusing comparison between the North Dakota, the new dreadnaught drydocked there Saturday, and the old Constitution, docked two piers away. The long graceful 12-in. guns and massive armor plates stand out in sharp contrast to the short, muzzle-loading cannon and wooden hull of the Constitution, considered, when launched in 1797, the finest battleship in the world.

Norfolk, Va.

Henry Hartman, a first class fireman on the torpedo boat Stringham, fell into No. 1 drydock at the Navy Yard. The fall is about 30 feet, but was broken by the stone ledges or altars of the dock into a series of tumblers, each about six feet in height.

His cries were heard by a watchman and Hartman was carried to his vessel. Dr. Alfred of the battleship Minnesota was summoned to attend him. The doctor found Hartman suffering from very many bruises, but not seriously hurt. He was sent to the Naval hospital to recuperate.

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Brooklyn, N. Y.

The Navy Department is working out a plan for the assignment of the vessels of the North Atlantic fleet when out of commission or in the docks for repairs. It is proposed to divide the ships between the different Atlantic coast yards. The first division will probably be sent to Boston, the second to Portsmouth, third to New York, and so on.

* * * *

Newport, Rhode Island

The Naval tug Patapsco, bound from the New York Navy Yard to the Portsmouth, N. H., Navy Yard, was run into by some vessel in Nantucket Sound near Handkerchief Shoals lightship. A hole was made in its side below the water line. To keep the tug afloat Chief Boatswain Norcott, in charge, listed the tug and stuffed bags into the hole.

* * * *

WIRELESS EXPERIMENTS

A series of experiments in long distance wireless telegraphy will be begun by the Navy Department about December 15th. The scout cruisers Salem and Birmingham will be equipped with apparatus capable of sending messages a distance of about 1,000 miles and receiving from a higher power land station 3,000 miles distant. The land station will be located at Brent Rock, Mass.

The scout cruisers will follow a course from the west coast of the British Islands south toward the west coast of Africa, thence westerly in the direction of the West Indies. They will be about one thousand miles apart. An attempt will be made to establish communication not only between the two cruisers, but also between the land station and both vessels.

If these experiments are satisfactory a high power wireless tower will be erected in or near Washington and the vessels of the Navy will be equipped with instruments more powerful than those now in use. The specifications for a high power wireless system require that communication must be established in all seasons and climatic conditions over distance of at least one thousand miles between vessels at sea, and all vessels equipped with high power wireless instruments must be able to receive messages over a distance of three thousand miles from the land station.

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DEPARTMENT CHANGES

Wholesale changes in the administrative policies of the Navy Department are in store, according to press dispatches from Washington appearing in the daily papers. After returning from a visit to Navy Yards in the North, Secretary of the Navy George von L. Meyer stated that some changes will be made.

Washington papers state that several southern Navy Yards will be closed and that a new general board will be organized similar to the general staff of the Army. The following fourfold plans were published as being those of the Naval Secretary:

First—The development of the Navy with a view to making it the most efficient fighting force on the seas.

Second—Improvement in the battleship plans with the idea of building more powerful and larger ships to carry heavier guns of larger caliber than any heretofore used in naval warfare.

Third—The elimination of useless Navy Yards, such yards as at present are maintained as the special prerogative of Congressmen and Senators, and the concentration of our continental naval bases in four or five complete yards.

Fourth—The thorough reorganization of the present bureau system of the Navy Department with the idea of cutting out the red tape.

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The hospital corps of the Navy is about filled, there being less than fifty vacancies in its complement. Instructions have therefore been issued to the recruiting service to take no more men from the hospital corps on first enlistment as it is believed that re-enlistments and transfers from other branches of the service will fill easily all the vacancies for some time to come.

This is the first time in years that the hospital corps has been anywhere near filled. The change is no doubt due to the improved conditions of the corps whereby the same opportunities for pay and promotion are given as was enjoyed in the seamen branch.

PACIFIC TORPEDO STATION

Secretary Meyer will make a strong recommendation to Congress for the appropriation of sufficient money to establish a large torpedo station on the Pacific coast, probably at Mare Island.

At present Newport is the only station in the United States where torpedoes are manufactured. That station makes about 100 torpedoes a year, while additional are purchased abroad.

The cost of transporting the torpedoes to the coast, the danger in transit and the disadvantage of purchasing torpedoes from foreign nations lead Secretary Meyer to make a strong plea for a plant on the Pacific coast. Puget Sound is trying to get this station, but it is understood the Navy Department favors Mare Island.

* * * *

ANNAPOLIS TO CRUISE

Tutuila, Samoa—This year has proven the driest ever known in American Samoa. The total rainfall will not exceed 120 inches. Last year's rainfall was 222 inches. To one unfamiliar with island conditions the rainfall seems excessive, yet the above amount has been so insufficient here and in German Samoa that pasturage, plantations and the water supply systems have been considerably affected. In American Samoa the plantations have not been affected, but a water famine has threatened at times.

The United States cruiser Annapolis will probably visit Auckland, New Zealand, late this year for docking and repairs and to afford a change of climate for the crew and officers.

It is planned to erect an electric power plant at the naval station here.

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No extensive repairs are to be made on the ships of the Atlantic battleship fleet during the period of overhauling at the Navy Yards. Only necessary repairs, involving no radical changes, will be undertaken. The work of extending the skeleton fire control masts will be postponed pending the determination of certain technical questions regarding details of the operation of the fire control system. The Navy Department has ordered that new training gear be installed on the Louisiana, the Minnesota and the Vermont. Similar work would have been ordered on the Connecticut, the Kansas and the Georgia, but the deliveries of the necessary material have been delayed, and this work would hold the vessel at the Navy Yards too late for reassembling with the fleet next December.

NOT A TALE OF A P——— W———

Contributed

We've heard your tale of a phantom whale,
Scribe A. E. B., U. S. N.,
'Till our brains are fagged with your rag, rag, rag,
And the nonsense from your pen.

Your bos'uns mate with his shivered pate,
Is an awfully tiresome gink,
Feed him some dope or give him more rope
Or strike him bloody well pink.

Brace up his hulk or lend him more bulk,
Let him capture the phantom whale,
Or cut out your song and stash the ding dong
Of the tale of a whale that is stale.

You started out fine. It was dandy good rhyme,
But you're ending up fearfully weak.
Start anew, Alfred, count the whale as dead,
Let the bos'uns mate do a sneak.

You're a middlin' poet, so don't lose your goat,
When I suggest you freshen your lines,
Just sink the whale and bos'uns mate tale,
And your wits may cop off more dimes.

Of course you can't tell,
When well enough's well,
Or when the ship's bell
Will strike off the fateful nine.
So Al', rest a spell,
In some peaceful dell,
Else you'll hear the knell,
That follows the scribe's last line.

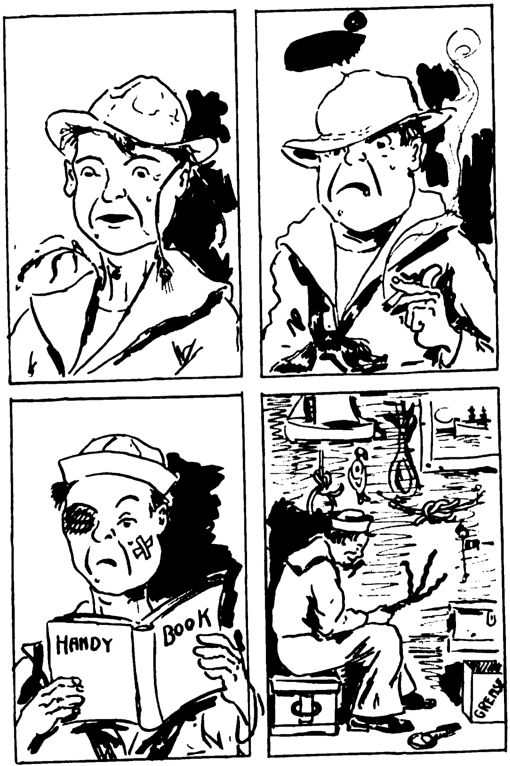
* * * *

SELECTS HOSPITAL SITE

Read Admiral Giles B. Harbor, commanding the third squadron of the Pacific fleet, has selected for the site of the Naval sanitarium the town of Bagiouo, the mountain capital of Beguet, in the island of Luzon. Sixty acres, it is expected, will be occupied before the completion of the sanitarium. The selection of this site may lead to the abandonment of the present hospital at Yokohama, Japan.

* * * *

The work of preparing quarters for officers and men of the Marine Corps at Pearl Harbor, Hawaii, will soon start. Ultimately that post will be a regimental one but the first barracks will be for a battalion of 400 men. Six sets of officers' quarters will be erected.



By G. W. Pardey, U. S. S. Independence

STATION NOTES

Drafts of 42 ordinary seamen and artificers and 30 ordinary seamen and coal passers left the station during the month for the New Orleans and Princeton details, respectively.

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Workmen are preparing to complete the task of oiling the parade ground in front of the barracks.

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An entertainment by the Jubilee Singers of the Lyceum circuit was enjoyed by the crew on the evening of November 19, 1909. It was particularly good.

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Campaign badges for the Philippine, West Indian and Spanish campaigns were served out to the veterans of 1898 at quarters, Saturday, November 20th.

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Chaplain E. W. Scott and wife left the station during the middle of the month on a vacation.

* * * *

Roller skates have been provided for the apprentices from the penny fund box. Each company has one night a week. The first section has the first hour and the second section the last hour.

Thanksgiving dinner at the Training Station, Yerba Buena Island, was one of the best ever served in the United States Navy. Delicacies of the season and out of the season were supplied by Commissary Steward P. G. Stamm to elate the palates of the crew and apprentices on the day of thanks.

Sixty 15-pound fruit cakes decorated by Paul Woods, ship's cook, first class, were a prominent feature of the table display. The mess hall was draped with flags and bunting. The menu was as follows:

Soup
Vermicelli Consomme
Relishes
Green Olives Mixed Pickles Radishes Celery
Salad
Crab Salad Mayonnaise Dressing
Roast
Young Turkey with Chestnut Dressing
Braized Ham
Cranberry Sauce
Vegetables
Potato Croquettes Brown Sweet Potatoes
Sweet Corn Stuffed Tomatoes
Desserts
Strawberry Ice Cream Currant Pound Cake
Mince Pie Jelly Diamonds Cream Cheese
Fruits
Oranges Apples Mixed Nuts
Coffee Cigars

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Past Assistant Paymaster E. A. McMillan and Pay Clerk G. A. Wilcox were detached November 20th and ordered to Guam for duty.

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The launch Castro was at Mare Island all month undergoing repairs.

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Jabin V. Rogers, baker, second class, has completed his examination for commissary steward and hopes to hear of his grades the early part of December.

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Commissary Steward Whitehead was discharged November 21st, Chief Quartermaster Raahange, November 22d, and Commissary Steward McSweeney will go December 15th.

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Chief Master-at-Arms B. Schrieber has been attached to the station as instructor of apprentice seamen. He comes from the U. S. S. Ohio.

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The number of instructors allowed the station has been increased from 10 to 12.

Chief Master-at-Arms L. M. Berg has charge of painting new scenery for the station stage. A minstrel show is being considered to dedicate the new settings.

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WITH THE FLEETS

First Squadron, Pacific Fleet

The armored cruiser squadron arrived in Manila November 1st, after severe steaming trials off the coast of Hawaii and Admiralty Islands. Minute records are being kept of the steaming capacity of the ships. From Manila the cruisers will scatter to various Japanese and Chinese ports, where liberty will be granted.

The start home will be made from Yokohama, Japan, about January 15th, making the time of arrival in San Francisco about February 15th. All hands are enjoying themselves in the Orient. It is rumored that each of the cruisers are to get one new fire control mast as soon as they reach their home yards.

Third Squadron, Pacific Fleet

Rear Admiral Hubbard has been ordered to relieve Rear Admiral Giles B. Harbor as commander of the third squadron. The ships now composing the squadron are preparing to return home within the next six months. It is expected the reliefs will be ready to sail by that time.

The squadron gathered in Manila in the latter part of September, to welcome the first squadron to the insular waters. After target practice the ships will cruise in the insular and Chinese waters.

Pacific Torpedo Fleet

With the Albany, Buffalo, Iris and Yorktown, the Pacific torpedo flotilla has been at target practice in Magdalena bay since early in November. The little craft will not return north until next spring, unless present plans are changed. San Diego is to be the headquarters during the winter months for all the "Dungaree Navy" except those that need repairs badly. The Albany leaves next year for the Asiatic, and the Yorktown, it is rumored, will go out of commission at Mare Island.

The Atlantic Fleet

Twenty-five thousand men will participate in the small arms firing this winter on the ranges at the Naval Station at Guantanamo. These will be the men attached to the Atlantic fleet, who on account of the world cruise have had no opportunity to engage in small arms practice for two years. For this reason more time than usual will be devoted to the work.

The ships will go to their home yards after target practice and undergo repairs before the spring cruises. No extensive repairs or radical changes in the fleet are contemplated.

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Among the 18 candidates who were designated by the Secretary of the Navy to take the examination for assistant paymaster, January 3, 1910, is Chief Yeoman J. D. P. Hodapp, late in the flag office of the Maine. He is an ex-apprentice.

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The Solace, which will shortly be placed in service under command of Surgeon Pickrell, and with a merchant crew, will have a hospital corps force of 1 pharmacist, 5 hospital stewards, 20 hospital apprentices first class, and 15 hospital apprentices. She will be assigned to the Atlantic fleet during the winter maneuvers.

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A board of naval officers, consisting of Lieutenant Commander Carl T. Vogelgesang as senior member, Lieutenant Frank T. Evans and Ensign Lucian Minor, met at the Naval Training Station, Newport, R. I., to examine 14 chief petty officers from the Naval Training and Torpedo Stations for warrants as warrant officers.

The examinations were for gunners, boatswains and machinists.

The candidates with their ratings are as follows:

James J. O'Brien, C. T. C.; P. H. Pierce, C. H. A. A.; Bernard Schumacher, C. Q. M.; F. G. Mehling, C. B. M.; Clyde Keene, C. G. M.; Joseph Chamberlain, C. G. M.; L. M. Wegat, C. G. M.; Charles Zitrick, C. M. A. A.; H. E. Stevens, C. G. M.; LeRoy Rodd, C. G. M.; A. G. Freshman, C. G. M.; William Proctor, C. B. M.; William Twigg, C. M. M.; James Davie, C. M. M.

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ACCIDENT ON TRIAL TRIP

Going at a 21.75-knot speed in her four-hour test, the North Dakota blew out a boiler tube. Four men in the fireroom were seriously injured.

Nevertheless, the battleship fulfilled her contract of 21 knots an hour for four hours, and made temporary repairs here after landing the injured men.

The injured are: William H. Grange, water tender; John Souden, coal passer; A. Petersen, fireman, and Peter McConnell, fireman.

In addition to the four men brought ashore, 12 others were scalded, but their injuries were of a minor character and they were treated aboard ship.

GIRLS AND SAILORS

Our Navy takes pleasure in publishing to the service the following defense of the bluejacket by Chief Electrician L. R. Elkins, of the U. S. S. Georgia. More men like shipmate Elkins would help the bluejacket's lot.

THE GIRLS AND THE BLUEJACKETS

To the Editor of The Bulletin.

Sir: Reading about the bluejackets and the girls, I have this much to say that any girl who has any pride about herself will not stand on a street corner or on any public highway and talk to a sailor in uniform. Any girl who wishes to see what a bluejacket is made of let her visit such places as the slums and all the different parts of the tenderloin. Of course, there are all kinds of people there, but there are more boys in blue than other people. This does not take in all the boys, but a girl should not walk the street with a sailor in uniform, as the public will have a bad opinion of her.

(Signed): ONE WHO KNOWS.

U. S. S. Georgia,
Navy Yard, Philadelphia, Pa.,
October 31, 1909.

Editor The Bulletin, Philadelphia, Pa.

Sir: Note an item in your paper of recent date headed "The Girls and the Bluejackets," signed (One Who Knows), to which I make reply. Kindly give this as much prominence as you have the above mentioned article and help rectify a great injustice you have done the service.

This article in question shows the wrong spirit on the part of the Editor of The Bulletin in the first place and in the second place does the U. S. Navy a great injustice, as there are misstatements in the article and it is very evident that (One Who Knows?) frequents the slums and tenderloin districts and does not get out to the higher walks of life on a level with the majority of the men of the Navy, for we enter the best of society, evidently above the eyes of the (One Who Knows) else either he or she would not show their ignorance as per the article in question. As to the matter of a girl talking to a sailor (sailor-misnomer) it occurs to me that the most of us have sisters, mothers, etc., and ordinarily it would be unnecessary to state that some of the best people of the land stop and talk to men in the Navy uniform and do not consider themselves and are not considered by the "public" as being disgraced. If the (One Who Knows) happens to be of the feminine sex, it is beyond a doubt that she is of the lower type of American womanhood and a nice letter of the proper spirit would probably do her much good.

Kindly remember that we wear this mark of honor of our own choice after undergoing a rigid examination, mental and physical, which, according to official records, everyone is not equal to and the Government is demanding a type of men for the Navy, and getting them too, that our narrow minded (One Who Knows) would do well to watch and if possible, take a few pointers from.

Let any girl visit the slums, a lady would not do so unless with proper escort, as per the advice of one who knows? but let her remember there are over five thousand men in naval uniform in Philadelphia, then let her count and see if the majority of the men in uniform habituate in the slums. I feel sure she will see the misstatement of the (One Who Knows)? Again, let the narrow-minded critic compare the five thousand naval men with a like number of men from our best universities, or in fact, with any other walks in civil life and see the men wearing the uniform of the Navy set the best examples. I can say from experience that while at university I saw far more dissipation going on than I ever have seen in the Navy.

Owing to the fact, that once in a while a man in uniform imbibes too freely in intoxicating liquor and is seen on our public thoroughfares, he being conspicuous on account of the uniform is more noticed and condemned, not only himself but the entire Navy. It is needless to bring up the old comparison of a citizen in civilian clothing in a drunken condition as it seems to be almost understood that he is allowed to commit any public nuisance his mind directs and not be noticed.

I sincerely trust that the majority of the American public are not as narrow minded as our unknown and ignorant (One Who Knows) appears to be.

The terms sailor and bluejacket are misnomers and it would be appreciated by the service if the Editor of The Bulletin would fall in line with our more progressive papers in the country and help correct this error on the part of the press.

Now please put your shoulder to the wheel with us and give as good a "boost" up the hill as you have the effort in trying to "kick" us down.

Very respectfully yours,
L. R. ELKINS,
Chief Electrician, U. S. N., U. S. S. Georgia.

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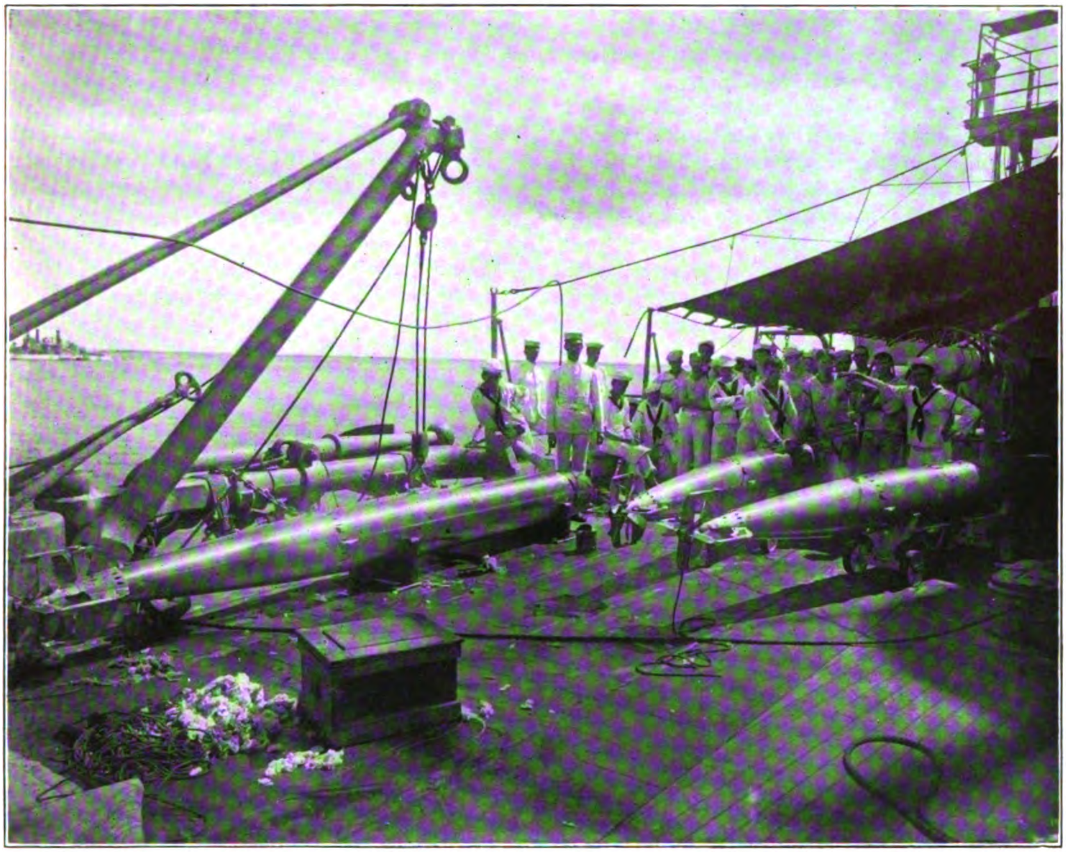
MODEL ON EXHIBITION

A model of the new battleship South Dakota, one of the all-big-gun vessels of the



Cleaning Torpedoes After Practice **Pitkin, photo**

Navy, was placed on exhibition in the corridor of the Navy Department.

It is the first of the miniature battleships to wear the slate gray war paint which has been adopted by the Department. The model also is distinctive because it has two of the new style military masts now being installed on the battleships of the Navy. It attracted a great deal of attention among Naval officers and other visitors to the building.

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PACIFIC SMALL ARMS RANGE

To inspect sites proposed for the Pacific coast rifle range, a board of Naval officers composed of Commander Johnson, ordnance officer of the Bremerton Navy Yard, Assistant Civil Engineer C. A. Bostrom of the Bremerton Navy Yard and Ensign Doherty of the U. S. S. Milwaukee, visited San Pedro and San Diego, California, during November. The board also inspected proposed sites at Port Townsend, Wash., and Seattle, Wash. Several more sites will be investigated before a small arms range is established. No report has as yet been made public.

A rifle range such as the government proposes to establish, requires a thousand yards square. It would accommodate 1,200 men in camp. A range is desired on the Pacific similar to that at Guantanamo, Cuba, where 14,000 men went through target practice in fourteen hours. On such a range, a number of battalions may practice simultaneously at ranges from 200 to 1,000 yards.

The site at San Pedro is located on the first bench, and the targets could be located at the very foot of a high hill rising behind. There are some ravines that would have to be filled and one or two elevations that would have to be graded down. The slope and other conditions are very good. It is just about the right distance from the harbor, and at the same time is isolated from business and residence sections.

There is an appropriation available for the purchase of a site.

It is estimated that after the site has been provided it will take about three years to complete the range, because of lack of appropriations. An appropriation of $350,000 is expected from the coming session of Congress.

NEW ORLEANS COMMISSIONED

Two years ago the people of New Orleans contributed $2,000 in silver dimes to be used in molding a silver bell to be used on the cruiser named for the city, which at that time was lying in ordinary at the Mare Island Navy Yard. The sum collected was sufficient to furnish one of the handsomest and largest bells of its kind in the American Navy.

The contract for molding the bell was awarded to M. Schooler, an expert silversmith of New Orleans. He realized that he could make several hundred dollars by casting the bell of brass and giving it a heavy silver plate. His crookedness was soon detected, and he was arrested and convicted. The judge in passing sentence stated that he was sorry that 10 years was the extreme punishment that could be given a man that would so deliberately defraud the public.

The misrepresented bell was shipped to this coast and has been safely guarded in a vault on Mare Island until last Tuesday, when Chief Carpenter Toles hung it in its proper place—on the bow of the hurricane deck. The New Orleans having been out of commission for three years and a half, it was not deemed necessary to install the bell until it was ready for sea service again. The repair work is completed and officers and men of the monitor Cheyenne were transferred to the New Orleans.

The New Orleans is of the same class as the Albany. Like that cruiser, it was built in England in 1898 for the Brazilian Navy. The New Orleans was to have been known as the Amazonas, but upon its purchase by the United States, just before the outbreak of the war with Spain, its name was changed to the New Orleans.

The New Orleans is 340 feet in length, with a breadth of 43.9 feet and depth of 16.10 feet, and has a displacement of 3,430 tons, and a speed of 20 knots an hour.

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WANT COAL CARRYING TRADE

A syndicate of commercial men of Seattle, Wash., are formulating plans for the establishing of a line of tramp colliers to handle the surplus business of the United States Navy. The syndicate proposes to buy and build colliers until it can carry all the coal necessary for the vessels of the Pacific fleet from the Atlantic coast to the Naval bases on the Pacific coast. In case the Government decides to use its own colliers for all transportation of coal the company will offer its colliers to the Government at initial cost.

The employment of foreign bottoms to carry American coal to and from American coal bases is causing considerable bitter comment among the marine and commercial bodies of the west coast. By the establishing of a line of tramp colliers, either partially subsidized by the Government or on the plan that ultimately the Government will purchase the colliers, the new syndicate hopes to eradicate the feeling against the Navy Department that is now prevalent.

Naval engineers are also surveying in the vicinity of Orca bay, Alaska, with a view of establishing a coaling base at that point. There is an abundant supply of good steaming coal within a short distance of the proposed base, according to statements of commercial engineers. Navy engineers have as yet not reported on this phase of the project.

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CANAL WILL HELP NAVY

Colonel Goethels, engineer in chief of the Panama Canal, says the completion of the canal will double the effectiveness of the United States Navy. It will hardly equal that, but the canal will prove a most valuable asset to Uncle Sam's fighting craft.

"I am an army man," said Colonel Goethels. "I look at the canal from a military standpoint solely. The day it is opened for a battleship the effectiveness of the United States Navy will be doubled. The cost of construction and maintenance of the canal will be less than the cost and maintenance of two powerful battleship fleets, one for the Atlantic, the other for the Pacific.

"Ships can go from the Atlantic through the canal to San Francisco in about fourteen days. It took the Oregon forty-two days to make the trip around the Horn at the outbreak of the Spanish War.

"The Hamburg-American packet line has taken steps already to get the privilege of using the canal when completed. This company has a line of steamships on the West Coast of South America and seems to be building up a good trade.

"Only a few merchant ships are flying the United States flag. It should not be so. I would like to see this country as energetic along this line as are the Germans. We should have ships under the American flag searching for and carrying that trade.

"Who can estimate the value of coastwise water traffic that may seek the canal or be built up because of the canal?

"It would be guesswork to estimate the value of trade that may in the future be built up with the South American countries or with China and Japan and others of the great countries of the East."

Bluejackets Off the "Galveston" in the Country Near Yokohama, Japan

TO PRESENT LOVING CUP

When the Albany leaves for the Philippines in December there will be on board in the captain's cabin a beautifully engraved silver loving cup and a handsome silver punch bowl to be presented to the Japanese and Chinese Navies, respectively, by the officers and crews of the sixteen vessels of the United States Atlantic fleet in token of their appreciation of the courtesies extended by the Navy men of the Oriental powers in the visits of the cruise around the world of last year. Such gifts are without precedent.

The loving cup is of massive silver and 34½ inches high. The body is shaped into a round bowl flanked on two sides by American eagles modeled in high relief, and the handles are ornamented with chrysanthemums. The cover is surmounted by two eagles and shields of the United States, supporting the imperial seal of Japan, modeled in gold.

On the side of the bowl the following is inscribed:

"Presented to the officers and men of the Imperial Japanese Navy by the officers and men of the United States Atlantic fleet in grateful recognition of the generous courtesies received during their visit to Japan in October, nineteen hundred and eight." On the reverse side the inscription is inscribed in Japanese characters.

The names of the sixteen vessels of the fleet are applied in gold around the lower circular rim of the cup, while the names of the sixteen Japanese ships which entertained the fleet are applied around the upper rim.

The massive punch bowl of sterling silver for the Chinese Navy is mounted on a base of copper, in antique finish, designed along Chinese lines. Applied to the body of the bowl are representations of the eight battleships of the second squadron modeled in gold. The bowl is 16½ inches high, 17¾ inches in diameter, and weighs 235 ounces.

The Albany will deliver the tokens to the commander of the Asiatic squadron of the Pacific fleet, now at the Philippines, and they will probably be delivered to the Chinese and Japanese Governments some time in February.

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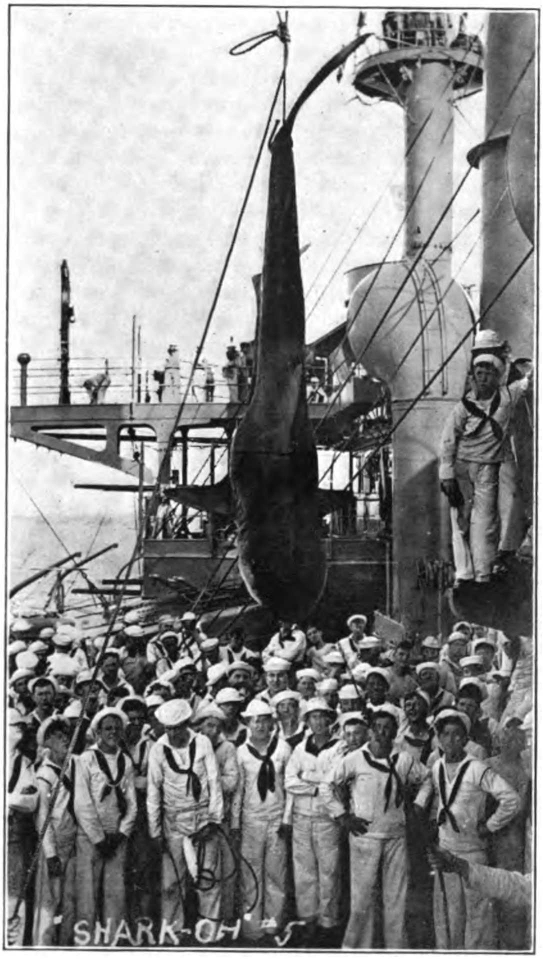
NAVY MAKES BIG ANCHORS

Several anchors have recently been made at Charleston, Mass., which are the largest ever made for any purpose. Four anchors are used on battleships generally, and the new anchors are being shipped in sets to the Pacific Coast. One pair of this set of four weigh 17,600 pounds each. The largest anchors ever forged prior to those now being used weighed 16,500 pounds each and cost $2,000 each. They were also made at the Charleston yard. Each of the big anchors required the work of five men for a month, hammering, smelting and welding it. These mammoth anchors are sufficient, barring unusual conditions of weather and sea, to hold the largest battleship afloat. The size is fifteen feet long from crown to shackle, and about nine and one-half feet from one arm point to the other. The heavy crossbar is also about fifteen feet long, while the palms, of broad, flat pieces, welded to the arm ends, are about thirty-two inches wide.

* * * *

Have you ever heard a mother crooning sleep
  to drowsy eyes,
Or the sigh of summer winds through forest
  trees?
Have you ever heard the bleating of a flock of
  mountain sheep?
Then you understand the mood of peaceful
  seas.



New Hampshire Shark

MEN HELP RECRUITING

Recommendations of friends in the service has been an important factor in recruiting. Figures are obtained periodically from the recruiting service as to the influences which aid in enlistment and the good words which bluejackets give for the service always stand high in the list.

In order to encourage this on the part of enlisted men and also to obtain the names of those who would make good "recruiters," the Bureau of Navigation has issued instructions to all recruiting officers to learn the names and ratings of bluejackets who recommend a man for enlistment. These lists will be filed in the bureau and when there is a vacancy in the recruiting service it will be filled from among the men who have been instrumental in commending the Navy to the greatest number of applicants.

THE WEARY MARINERS

By W. O. McGeehan

Published in the San Francisco Post after the Portola festival, October 19th to 23d. Mr. McGeehan neglected to put the feelings of the American bluejacket in rhyme or else he felt incapable of expressing the emotions that Portola caused in the breasts of the "gobs" of Uncle Sam.

THE BRITISH JACKTAR

Though my 'ead is a size that's a sight for the eyes,
And I'm feeling most blooming unwell,
Still myself and my mate say the picnic was great,
And that's all we can say is just "Swell."

THE GERMAN TAR

Ach, Louie, zwei beer. I am glad we were here
And I think we have just one more stein.
Such a merry volkfest, and with no time to rest—
Ach du lieber, such headache is mine!

THE ITALIAN TAR

Ah, the wine, it was red, and it went to the head;
And the light and the girls and confetti—
But this morning I'm sad; my digestion is bad,
I have no appetite for spaghetti.

THE JAPANESE TAR

There is color and sake in far Hokodate,
And they know how to feast in Japan,
But I honorably sigh as I murmur, "Banzai!"
You have beaten the little brown man.

THE DUTCH TAR

Just a little more schnapps and the same will perhaps
Stop the music that's loose in mine head;
Just another is good, I have all I can stood—
I am ready once more for the bed.

* * * *

The scout cruiser squadron is to be broken up. The Chester will join the Atlantic fleet about December 1st. The Salem and Birmingham will start shortly on an extended cruise in Europe, Africa and the Mediterranean Sea, testing new wireless apparatus which is now being installed at the Navy Yards.

FOREIGN NAVIES

The armored cruiser Indefatigable, which is officially described as "the world's largest cruiser," was successfully launched at Devonport, where her keel was laid down only last February. The launching was attended by the customary ceremonies and was witnessed by a large crowd of spectators.

The Indefatigable is the first of the type of funnelless cruisers built for the British Navy. In some respects she is similar to the Invincible class, in that her armament and speed will be the same, but there the similarity practically ends. The Indefatigable is 570 feet long, 80 feet beam and of 18,000 tons displacement.

* * * *

A battleship of the super-Dreadnaught class with a speed of over 21 knots and armament including twelve 12-inch guns, two battleship cruisers of 18,650 tons, with speed of 25 knots and armed with ten 12-inch guns, and a smaller cruiser, dispatch boat and a few torpedo boat destroyers have been ordered built to be ready to be added to the Japanese Navy in 1914.

The super-Dreadnaught and big armored cruisers will be laid down as soon as the Settsu and Kawachi, now under construction, are completed.

Thirteen vessels, including four battleships, six cruisers and three large destroyers, are now under construction.

* * * *

The battleship Mirabeau, which is designed to be a most formidable addition to the new French Navy, was launched at Lorient. She is a vessel of 18,027 tons, and will be armed with four 12-inch and twelve 0.4-inch guns, giving her a greater weight of gunfire than the British battleship Dreadnaught. The Mirabeau is one of a class of six, of which she is the fifth to be launched. It is planned to have all of them completed within the next eighteen months.

* * * *

The newest British Dreadnaught cruiser Lion, and her sister ship, for which contracts have just been let, will, according to a high authority, be remarkable for their formidable tonnage of 26,350 and speed of 23 knots. These vessels will be 700 feet long, only 62 feet shorter than the Cunard line steamer Lusitania, and will carry eight 12-inch guns. The big warships will cost over $10,000,000 each.

The latest battleship, the Orion, which is about to be laid down at Portsmouth, will be of 22,500 tons.

The naval building program decided upon by the Chilean Government provides for the construction of one battleship, four torpedo boat destroyers and two submarines at a total cost of $14,000,000.

* * * *

PACIFIC MAIL CHANGED

The mail address of all Naval vessels cruising in the Pacific ocean has been changed from "care Postmaster, San Francisco, Cal.," to "Pacific Station, via San Francisco, Cal." All men of the Navy should instruct their correspondents in this matter so that mail can be delivered in an expedient manner. The address of the U. S. S. Denver, for instance, would now be "U. S. S. Denver, Pacific Station, via San Francisco, California."

* * * *

Rear Admiral Sebree reports that when the Pacific fleet touched at Admiralty Islands it was learned that recently cannibals from the islands had captured a boat containing three Englishmen and three Chinese. One of the Englishmen who escaped through the connivance of a friendly tribe, said his companions had been killed and eaten.

There have been repeated reports of attacks by savages on shipwrecked sailors in Polynesia during the last few weeks and it is possible the story told by the fleet is another version of the massacre at New Briton in September. In that instance Captain Lindsay and his crew of 10 of the ketch Raubul, who were on a trading expedition, were said to have been killed.

* * * *

The Department has named one of the new torpedo boat destroyers after Ensign Monaghan, who was killed in a brush with the natives in Samoa in the spring of 1899. This is the second time in recent years that a Naval vessel has been named after an officer so low in rank. Other destroyers will be named after Admiral Ammen, Captain Patterson, Admiral Walke and Lieutenant Trippe, of the Civil War, War of 1812 and Tripolitan campaign.

* * * *

This was overheard on the Intrepid, but its application might be general:

It was pay day. The boys had laid in supplies when a yeoman came up and one of the rookies said:

"Hello, Texas; I just heard something about you, and I said it was a lie."

"What was that," was asked.

"Why, some fool just said you had bought some tobacco."

OFFICERS ELECTRICAL CLASS

The Navy Department has approved the recommendations of Rear Admiral William S. Cowles, chief of the Bureau of Equipment, for the establishment at the Naval Academy of a post-graduate course in electricity. The course of instruction, which will begin October 1st, will be under the direction of Lieutenant Commander Milton E. Reed, the head of the Marine Engineering School of the Navy. He will also have charge of the special course in naval engineering, and marine engine design, which will also begin at the academy in October. The consolidation of the courses of steam engineering and electricity has been authorized because it is realized that officers who are detailed to take the course in naval engineering will also need the course in electricity.

The officers designated to take the course in electricity will come to Annapolis first and will be afforded periods of observations at plants. They will also attend technical schools where there are special courses in electricity. The four officers now on duty at the works of the General Electric Company, at Schenectady, N. Y., will form the first class in this post-graduate course at the academy.

The ten officers who will form the class to take the post-graduate course in naval engineering are:

Lieutenant Walter B. Tardy, engineer officer of the battleship Vermont; Lieutenant Samuel M. Robinson, also of the Vermont; Lieutenant T. O. Richardson, of the torpedo boat Stockton; Lieutenant Harry L. Brinser, of the Vermont; Lieutenant Francis S. Whitten, of the cruiser North Carolina; Lieutenant A. F. H. Yates, engineer officer of the cruiser Chester; Lieutenant S. H. R. Doyle, engineer officer of the cruiser Birmingham; Lieutenant Joseph O. Fisher, engineer officer of the battleship South Dakota; Ensign A. T. Church, of the cruiser Cleveland; Ensign O. L. Cox, of the battleship New Hampshire.

* * * *

NEW TYPE SCOUT CRUISER

Congress may be asked to provide for some additional naval scout cruisers, concerning a new type of which consideration is being given in the Navy Department, with a view to furnishing the House and Senate Naval Committees with information on the subject. There appears to be a difference of expert view in regard to the wisdom of providing for more naval scouts at this time. Those who believe that the congressional allotment for naval increase could be more advantageously applied in other directions base their opinion on the assumption that it will be possible, in time of war, to obtain merchant vessels, which will answer the purpose of scouts.

It is urged against this proposition, that there are few entirely satisfactory merchant steamers, which have a speed of twenty knots. This is a speed which is not regarded as sufficient in the performance of duties devolving upon that particular type of warship, and, moreover, there are bound to be difficulties and delays in acquiring possession of such vessels, to say nothing of their conversion. While the plans for the new scouts have not gone beyond the initial stage and have assumed a merely tentative shape, for the purposes of discussion, there appears to be agreement in favor of a scout, which shall be larger than the Chester and sister ships.

It is probable that the next scouts to be built will have a displacement of at least 5,000 tons, which ought to afford the means of a speed of twenty-seven knots, with enlarged capacity for coal to furnish a correspondingly increased steaming radius. Of course, greater speed, up to thirty knots, for instance, will depend upon sacrifices in other chief characteristics. The motive power is destined to be supplied by turbines, rather than reciprocating engines, with a certainty that the new scouts will have heavier machinery than that of the Chester or Salem, the turbine-driven scouts now in commission.

* * * *

ASSIGN REVENUE CUTTERS

All the revenue cutters on the Pacific coast have been assigned to new stations since their return from the Bering sea and the Arctic ocean. A new system for cruising these vessels has been inaugurated, with the intention of making every vessel of special value to shipping interests in the matter of assisting mariners in distress.

For this purpose the cutters have been stationed along the Washington, Oregon and California coasts, and each has been given particular cruising orders. The Tahoma will be in Puget Sound and the vicinity of Cape Flattery, the Snohomish at Neah Bay, Wash. (Strait of Fuca), the Manning at Astoria, Ore., the McCullough at San Francisco, the Perry at San Pedro, the Bear at San Diego and the Thetis at Honolulu.

Each will cruise over their several districts and are directed to give energetic attention to the needs of shipping. Revenue cutter officials believe this disposition of the service on the Pacific coast will prove of much benefit to commerce generally.

Forward Turret, U. S. S. Wisconsin

THE PANAMA CANAL

Work on the Panama Canal has been under charge of Americans for five years and two months. During that time more has been accomplished than foreign engineers stated America would ever do when this country took charge of the project. The canal is the one great engineering feat of the century. It will mean great things for the Navy. Following is a brief synopsis of the work on the canal as published by the Pacific Merchant Marine. It shows just how much work has been done and where the labor has been spent. It also gives an idea of what the finished canal will be:

"The original plan for the locks and dams on the Pacific side was to have been one lock located at Pedro Miguel, about eleven miles from deep water in Panama Bay, and two near Balboa (La Boca), about six miles from deep water in the bay. The location of the two southern locks was changed in December, 1907, to Miraflores, 8.31 miles from deep water, and the work is in progress at that point at Pedro Miguel. The water held back at Gatun, on the northern or Atlantic side, will fill Gatun Lake and Culebra Cut, and will be kept from washing down the Pacific slope by the dams and locks at Pedro Miguel, where Culebra Cut ends. At this point ships southbound will be dropped in twin locks of one flight from the 85-foot level of Gatun Lake and Culebra Cut to a small lake 55 feet above mean sea level, and at Miraflores they will complete the descent to sea level in twin locks of two flights.

"At Pedro Miguel the lock chamber is being made in a narrow valley and dams extend from the north approach of the locks to the nearby hills. The east dam will be a concrete core wall about 550 feet long, four feet wide on top and ten feet at base, founded on rock, with only a small amount of earth fill. This dam will contain 3,600 cubic yards of concrete, and no work has yet been done on it. The west dam will be an earth fill of selected, packed material, with a short concrete core wall connecting it to the lock wall at one end and to the rock in the hill at the other. It requires a fill of about 947,000 cubic yards, and on May 1st, contained 142,000 cubic yards. Excavation for the lock chamber was begun in June, 1908. It involves the removal of about 1,288,000 cubic yards, and a back fill of about 868,000 cubic yards will be made with the material excavated from the lock chambers. On May 1st there had been excavated about 588,000 cubic yards. About 1,100,000 cubic yards of concrete will be placed in the locks. It is expected that the laying of concrete will begin at Pedro Miguel in August, the exact date depending upon the completion of the power plant at Miraflores and the erection of the cranes which will handle the materials and concrete.

"At Miraflores two dams are to be constructed, one extending from the northwest end of the locks to an adjacent hill; the other, now under construction, being a fill which will close the mouth of the Cocoli River, extends up the west side of the locks and holds the water in the small lake which will be formed between Pedro Miguel and Miraflores, with surface at 55 feet above mean sea level.

"The east dam will be of concrete, with regulating gates, and will act as a spillway for surplus water in the lake. The west dam is an earth fill of selected, packed material, similar to that at Pedro Miguel. At the south end it will be connected to rock in Cocoli Hill by a short concrete core wall, and at its north end to the north end of the lock walls, by a similar concrete core wall. This dam has already been thrown across the Cocoli River and has begun to form the Miraflores lake. The elevation of the lake on May 1st was about 18.5 feet above mean sea level, a rise of about ten feet. When it has risen to elevation 35 it will flow, for the

Barber Shop, U. S. S. Tennessee

present, through a diversion to the Rio Grande, a little distance above the north end of the Miraflores locks.

"The construction of these dams will involve the excavation of over 220,000 cubic yards and a fill of over 1,000,000 cubic yards in the west dam, and the placing of 63,500 cubic yards of concrete in the east dam. The fill is made with material excavated from the lock chambers. A back fill of over 2,000,000 cubic yards for the locks is also being made of material excavated from the lock chambers. The estimated amount of excavation from the lock chambers and approaches is 4,200,000 cubic yards, of which about one-third is rock. The work at Miraflores was begun in January, 1908, and 1,371,000 cubic yards of material have been excavated, and 266,000 cubic yards placed in the west dam. Work on the east dam has not yet begun, and the laying of concrete in the locks will not be started until the Pedro Miguel locks have been completed.

"Between the Pedro Miguel and the Miraflores locks the channel is to be 500 feet wide, and will involve about 1,000,000 cubic yards of excavation, none of which has yet been made.

"Most of the dredging is in the entrances to the canal at sea level on the Atlantic and Pacific sides. At the Atlantic entrance the channel is to be 500 feet wide and 41 feet deep. It begins at deep water in Limon Bay and extends to the Gatun locks, a distance of 6.76 miles. In the bay a sea-going 20-inch suction dredge is doing most of the work. The remainder of the dredging comprises a section from the shore line to Mindi Hills, through which a steam shovel cut is being made, and a section from Mindi Hills to Gatun locks. In the first section the material consists of rock and earth, and it is shattered by dynamite before the ladder and dipper dredges are set to work on it. The material in the second section consists largely of earth, which will be taken out by 20-inch pipe-line suction dredges. It is estimated that the total amount of material to be dredged between deep water in Limon Bay and Gatun locks is about 22,000,000 cubic yards. Of this amount, 12,690,178 cubic yards have been excavated, and the average for the past year has been 556,594 cubic yards a month. One or more of the dredges of the Atlantic Division are frequently diverted from their work in the channel to auxiliary work, and the average for the year is an indication of their capacity only when it is understood that the dredges are not constantly at work.

"The dredging equipment of the Atlantic Division consists of one 20-inch sea-going suction dredge, three 20-inch pipe-line suction dredges, two modern dipper dredges, two ladder dredges left by the French and rebuilt,

The system of cooling ammunition magazines which has been installed on board some warships, with a view of maintaining ammunition at an even temperature to prevent deterioration, has been found satisfactory. The system will be extended to other vessels of the Navy as soon as possible. This will necessitate considerable expense in the way of rearrangement of magazines; but the cost and work are considered as justified, in view of the advantages derived from keeping explosives at an even temperature.

* * * *

THE SKIPPER'S FATE

By Wex Jones

Without a start, this yarn of the heart
Was spun by the bo'sun's mate;
And, false or sincere, he shed a tear
O'er the captain's mournful fate.

* * * *

Since I was a nipper there was never no skipper
(Says he) of the hundreds I know
Like Captain Skinks, whose heart, I thinks,
Was soft as a piece of dough.
He'd get mushy as pie at the flash of an eye—
Though you couldn't have called him a flirt—
But somehow the cap could be steered like a yap
By anything rigged in a skirt.
Now the poor fellow's wife was the fear of his his life—
His skipper instead of his mate—
And thus great was his glee when we put out to sea,
Unconscious of what was in wait.
We had sinkers and butter consigned to Calcutter,
And was only a day from the beach,
When we sees in the foam a gal with a comb,
And—oh, she was simply a peach!
She had long golden hair and an innercent stare,
And for skirts she was wearing a tail,
And soft-hearted Skinks he mutters "By Jinks!"
And kangaroos over the rail.
By a ten-to-one chance we gets hold of his pants
And snags him back onto the deck,
Where he spluttered and slid and muttered "You kid!"
Till the mate picks him up by the neck.

* * * *

When at last we gets home that dive in the foam
Is, of course, tipped off to his wife,
And she handles him rough till he hollers enough,
And barely escapes with his life.
And on his next trip, who sails with the ship?—
Mrs. Skinks, as sure as you're born—
And the forecastle laughs and the officers chaffs,
And the skipper's an object of scorn,
As he paced on the poop, he'd shrivel and droop
Till he looked like a second-hand tailor;
He let cargo and ship and voyage go rip,
And forgot how to cuss like a sailor.
But on nearing the land he at last took a hand,
To give the first mate a relief—
So he said—but what luck! in two minutes we struck,
And found ourselves fast on a reef!

* * * *

Then the bo'sun's mate said, "Perhaps it was fate,
Or maybe 'twas plain sui-cide,
But Skinks lost his life and thus weathered his wife,
While the rest of us dove overside."

* * * *

For the first time in the history of the Navy Department a corps of experts from the drafting bureau of the Washington Navy Yard, who design all of the ordnance, gun sights, and other equipment for the United States Navy, joined the fleet at Fort Monroe. The order has been issued to enable the experts in theory to obtain a practical knowledge of the workings of the large and small guns they design when in actual service.

Heretofore only one man has been assigned to this work, and then only on two occasions. As a result when he came back to report only a general outline of the target practice could be given, and the work has been of such a wide scope and covering so many days that it was impossible for one man to bring back many valuable personal observations of the workings of the big guns. Practically little or nothing was learned of the work or efficiency of the smaller guns.

* * * *

There will be an examination on January 3, 1910, for appointment as assistant paymaster in the United States Navy. Three vacancies are already in sight with a possibility of one or two more. At least one enlisted man, a chief yeoman, will compete in the examinations.

Mr. J. E. Gorman

Mr. J. E. Gorman, the wonderful pistol and revolver shot, has not only excelled all previous records in pistol and revolver work, but has recently made such phenomenal scores as 489 with pistol using Peters .22 long Rifle cartridges, and 479 with revolver using Peters .38 S. & W. Special cartridges on standard American targets at 50 yards, including two possibles, with revolver, one of which appears on page 42 in this issue.

Mr. Gorman is a very modest man, with all his achievements, and San Francisco is, and should be, justly proud of him.

* * * *

Examinations for the Bailey medal will be completed before December 31st, and the medal for the Pacific coast awarded early in January. Only apprentice seamen who enlisted for minority are eligible for this medal. The one making the highest average in the subjects of the examination is presented with the award as soon as possible after the first of each year. The medal was provided by the late Rear Admiral Bailey of the United States Navy.

* * * *

NEW LAW FOR NAVY WANTED

Legislation will be requested by the Navy Department this winter in order that second lieutenants in the Marine Corps and assistant paymasters in the Navy, appointed from civil life, may be given a probationary appointment of six months or a year previous to the issuance to them of permanent commissions.

* * * *

Canada is extremely anxious to possess a war fleet of its own and efforts are being put forth to induce British shipbuilders to locate plants on Canadian soil. It is said that three world-famous shipbuilders are now considering proposals to locate branch yards in the Dominion and have been assured that the Canadian Government will grant every concession in the way of tariff or in any other line possible.

C. P. O.'s NEED NEW CAP

Changes in uniform are very frequently advocated by service magazines. Some changes should be made however, and one is in regard to the present caps chief petty officers are forced to wear. An attractive and serviceable cap could be given these men as easily as the present ones. A few alterations in little things would greatly improve the appearance of the chiefs.

The first change that would help the caps would be the abolishment of the present metal ornament worn on the front of the blue cap and the adoption of the same device with the anchor in gold and blue cloth with the letters U. S. N. in silver. This device should be worn on both blue and white caps and should be vertical instead of at the angle as at present.

The next change should be the use of a black or white detachable band such as are worn by commissioned and warrant officers for the white cap. The chief petty officer's band should be narrower than a warrant officer's. This change would make the highest petty officers of the Navy resemble a naval person more than a cab driver.

Thirdly, the present chin strap on chief petty officer's caps is not serviceable. The chin strap should be of silver or black mohair one-quarter of an inch in width. The black leather ones now used break after a few weeks' service and never present a smart or naval appearance.

* * * *

The following men have been retired:

William M. Shoemaker, chief yeoman, Baltimore, Md.

John August, cook, U. S. S. Wabash.

* * * *

William Conklin, a deserter from the Navy, was sentenced to the San Quentin, California, Penitentiary, according to Los Angeles papers, on a charge of burglary. The court wanted to surrender Conklin to the Naval authorities, but decided later to sentence him in the civil court and then allow the Navy to handle him.

* * * *

Visitors to San Francisco should not fail to see A. Andrews Diamond Palace at 50 Kearny street. It is certainly the most beautiful jewelry store in the world and one of the attractions of San Francisco. Besides being a show place free for inspection to all visitors, the Diamond Palace has the largest and most complete stock of fine diamonds, watches, jewelry and silverware at lowest cash prices. Purchasers of Christmas presents should make their selections now and have the goods laid aside, thus getting the benefit of a complete assortment. The Diamond Palace was established in 1850 and its guarantee of its goods is sufficient.

* * * *

MOVEMENTS OF VESSELS

The Reserve Torpedo Flotilla at the Navy Yard, Norfolk, Va., has been disbanded.

The torpedo boat Bailey, now at the Navy Yard, Norfolk, Va., has been ordered placed in commission for the trip to the Navy Yard, Charleston, S. C.; on arrival the vessel will be placed in reserve and assigned to the Reserve Torpedo Flotilla at that yard.

The submarine Grayling was delivered to the Government by the vessel's contractors on October 11th, at the Navy Yard, Boston, Mass.

The Arethusa (naval complement) was placed out of commission at the Navy Yard, Mare Island, Cal., on October 15th, and immediately placed in service with a merchant complement.

The Iris (merchant complement) was placed out of service at the Navy Yard, Mare Island, Cal., on October 15th, and immediately placed in commission with a naval complement. The Iris has been assigned to duty as a parent and supply ship for the Pacific Torpedo Fleet, replacing the Yorktown.

The Concord was placed out of commission on November 4th, at the Navy Yard, Puget Sound, Wash.

The Winslow, which had been loaned to the Naval Brigade, Massachusetts Volunteer Militia, was returned to the Department on November 2d, at the Navy Yard, Boston, Mass., and immediately thereafter placed in reserve.

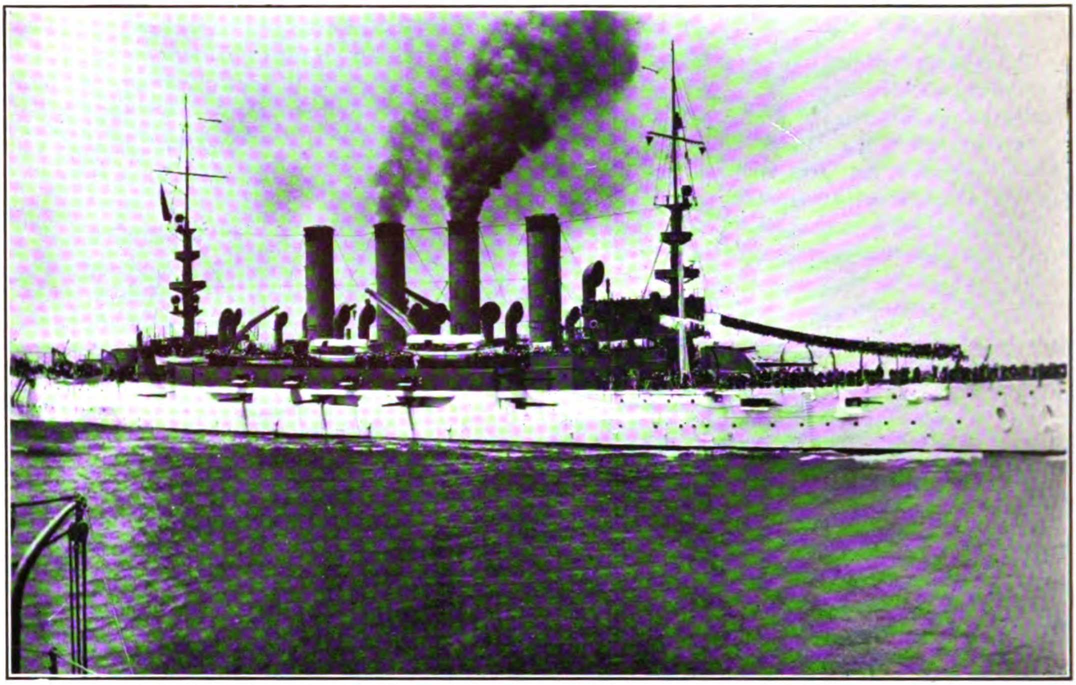
The South Carolina was delivered to the Government by the vessel's contractors on November 5th, at the Navy Yard, Philadelphia, Pa.

The St. Louis was placed in reserve on November 5th, at the Navy Yard, Puget Sound, Wash.

The Princeton was placed in commission on November 5th, at the Navy Yard, Puget Sound, Wash.

The Stewart, now in reserve at the Navy Yard, Mare Island, Cal., has been ordered placed in full commission. The Stewart will be assigned to the Pacific Torpedo Fleet upon the return North of the fleet from Magdalena Bay.

The Princeton, now at the Navy Yard, Bremerton, Wash., has been ordered to pro-



U. S. S. Pennsylvania

ceed, when in all respects ready for sea, to the west coast of Central America to relieve the Vicksburg, now on duty on that coast.

Destroyers Nos. 32 to 36 have been assigned names by the Department as follows: 32—Monaghan. 33—Trippe. 34—Walke. 35—Ammen. 36—Patterson.

The Stockton and Blakely were placed in reserve at the Navy Yard, Charleston, S. C., on November 9th.

The Tarantula and Plunger were placed in reserve at the Navy Yard, Charleston, S. C., on November 6th.

The Chester, now at the Navy Yard, New York, has been ordered to Chester, Pa., to make a visit of four days beginning November 27th. Upon the completion of this service the vessel will proceed to Hampton Roads and report to the commander in chief, U. S. Atlantic Fleet, for duty.

The notice which appeared in the "Movements of Vessels" in regard to addressing mail for all cruising vessels in the Pacific as follows: "Pacific Station, via San Francisco, Cal.," does not apply to the Vicksburg, as mail for that vessel should be sent in care of the postmaster, New York City.

The New Orleans was placed in commission on November 15th, at the Navy Yard, Mare Island, Cal.

The Flusser, now at the Navy Yard, Boston, Mass., has been ordered to the Navy Yard, Charleston, S. C., for fitting out.

The Dixie and Castine have been assigned to duty in connection with towing the seven new submarine boats, now being delivered at the Navy Yard, Boston, Mass., from Boston to the Navy Yard, Charleston, S. C.

The submarines Plunger, Viper, Tarantula, and Cuttlefish, now under orders to be placed in reserve at the Navy Yard, Charleston, S. C., and the Octopus, which will be ordered later, will be formed into a reserve submarine flotilla under the direct charge of the senior submarine commanding officer. This flotilla, however, will in turn be under the command of the commander of the Reserve Torpedo Flotilla at the Charleston yard.

The hospital ship Solace has been ordered placed in service at the Navy Yard, Charleston, S. C. The vessel will be manned by merchant officers and crew and commanded by a naval surgeon. When placed in service and ready for sea the Solace will be assigned to duty with the Atlantic fleet.

The Worden, Porter, and Biddle were placed in reserve on November 18th, at the Navy Yard, Charleston, S. C.

The Stewart was placed in full commission on November 18th, at the Navy Yard, Mare Island, Cal.

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED NOV. 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address Pacific Station via San Francisco, Cal.

Name. Type. Tonnage At
*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Madgalena Bay.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Jolo, P. I.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Charleston.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle, torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; North River, N. Y.
*Blakeley, torpedo boat, 175 tons; Charleston.
**Buffalo, auxiliary, 6,000 tons; Panama.
*Bonita, submarine; Boston.
**California, armored cruiser, 13,680 tons; Manila.
**Callao, gunboat, 243 tons; Shanghai.
*Castine, gunboat, 1,117 tons; Hampton Roads.
*Celtic, supply ship; Tompkinsville.
**Charleston, cruiser, 1st class, 9,700 tons; Hongkong.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser; 3,750 tons; Navy Yard, N. Y.
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Annapolis.
**Cleveland, cruiser, 3d class, 3,200 tons; Hongkong.
**Colorado, armored cruiser, 13,680 tons; Manila.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; North River, N. Y.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; South Drill Grounds.
*Cumberland, sailing ship; Newport.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Charleston.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; Mare Island.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class, 3,200 tons; Hongkong.
*Des Moines, cruiser, 3d class, 3,200 tons; Guantanamo.
*Dixie, transport; Charleston.
*Dolphin, gunboat, 1,486 tons; Washington.
*Dubuque, gunboat, 1,085 tons; Portsmouth, N. H.
*Dupont, torpedo boat, 165 tons; Charleston.
*Eagle, converted yacht; Bocas del Toro.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
Flusser, torpedo boat destroyer; Boston.
**Galveston, cruiser, 3d class, 3,200 tons; Hongkong.
*Georgia, battleship, 14,949 tons; North River, N. Y.
*Glacier, supply ship, 7,000 tons; Cavite.
**Goldsborough, torpedo boat, 255 tons; Magdalena Bay.
**Grampus, submarine; Sausalito.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,790 tons; Annapolis.
**Helena, gunboat, 1,392 tons; Swataw.
*Hist, converted yacht; Manzanillo.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Magdalena Bay.
**Hull, torpedo boat destroyer, 408 tons; Magdalena Bay.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; North River, N. Y.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; North River, N. Y.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; Magdalena Bay.
*Louisiana, battleship, 16,000 tons; North River, N. Y.
*Macdonough, torpedo boat destroyer, 400 tons; New Orleans.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Guantanamo.
**Maryland, armored cruiser, 13,680 tons; Manila.
*Mayflower, converted yacht; New York.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Jolo.
*Minnesota, battleship, 16,000 tons; North River, N. Y.
*Mississippi, battleship, 13,000 tons; Philadelphia.
*Missouri, battleship, 12,500 tons; Narragansett Bay.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Norfolk.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Philadelphia.
*Morris, torpedo boat, 105 tons; Sag Harbor.
**Nanshan, gunboat; Cavite.
*Nebraska, battleship, 14,949 tons; North River, N. Y.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; North River, N. Y.
*New Jersey, battleship, 14,948 tons; North River, N. Y.
*New York, cruiser, 8,150 tons; Boston.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Norfolk.
*Octopus, submarine; Navy Yard, N. Y.
*Ohio, battleship, 12,500 tons; North River, N. Y.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Portsmouth, N. H.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Tompkinsville.
*Paul Jones, torpedo boat destroyer, 482 tons; Magdalena Bay.
**Pennsylvania, armored cruiser, 13,680 tons; Manila.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Magdalena Bay.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Sausalito.
*Plunger, submarine; Charleston.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Charleston.
*Prairie, auxiliary, 6,620 tons; Hampton Roads.
**Preble, torpedo boat destroyer, 420 tons; Magdalena Bay.
**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons; Olongapo.
*Rhode Island, battleship, 14,498 tons; North River, N. Y.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; North River, N. Y.
*Samar, gunboat, 243 tons; Swataw.
*Scorpion, converted yacht; Constantinople.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.
Shubrick, torpedo boat, 200 tons; Charleston.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; Manila.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
**St. Louis, cruiser, 1st class, 9,700 tons; Bremerton.
*Stockton, torpedo boat, 200 tons; Charleston.
*Stringham, torpedo boat, 340 tons; Charleston.
**Supply, supply ship, 4,460 tons; Shanghai.
*Sylph, converted yacht, 152 tons; Washington.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Tacoma, cruiser, 3d class, 3,200 tons; Target Grounds.

*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Charleston.
**Tennessee, armored cruiser, 14,500 tons; Manila.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Tingley, torpedo boat, 165 tons; Charleston.
*Thornton, torpedo boat, 200 tons; Charleston.
*Tonopah, monitor, 3,225 tons; Annapolis.
**Truxtun, torpedo boat destroyer, 433 tons; Magdalena Bay.
*Vermont, battleship, 16,000 tons; North River, N. Y.
*Vicksburg, gunboat, 1,014 tons; San Jose de Guatemala.
**Villalobos, gunboat, 370 tons; Shanghai.
**Virginia, battleship, 14,948 tons; North River, N. Y.
*Viper, submarine; Navy Yard, N. Y.
*Vixen, yacht, 806 tons; Camden, N. J.
Wabash, receiving ship; Boston.
**Washington, armored cruiser, 14,500 tons; Manila.
*Wasp, converted yacht; New York.
**West Virginia, armored cruiser, 13,680 tons; Manila.
**Whipple, torpedo boat destroyer, 433 tons; Magdalena Bay.
*Wilkes, torpedo boat, 165 tons; Charleston.
**Wilmington, gunboat, 1,302 tons; Shanghai.
*Winslow, torpedo boat, 142 tons; Boston.
*Wisconsin, battleship, 11,552 tons; North River, N. Y.
Wolverine, gunboat, 695 tons; Erie.
*Worden, torpedo boat destroyer, 433 tons; Charleston.
Yankee, auxiliary, 6,225 tons; Newport.
*Yankton, converted yacht, Navy Yard, N. Y.
**Yorktown, gunboat, 1,710 tons; Magdalena Bay.

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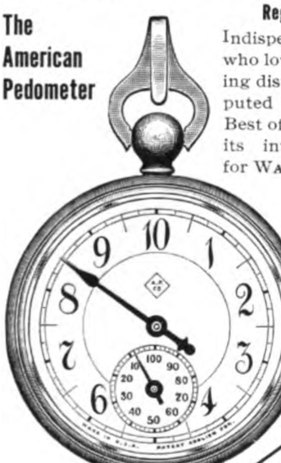

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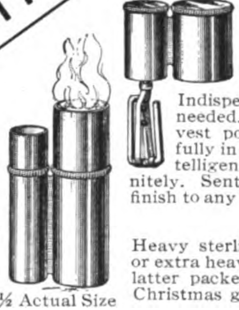

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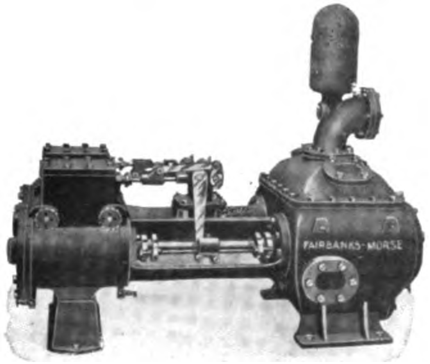

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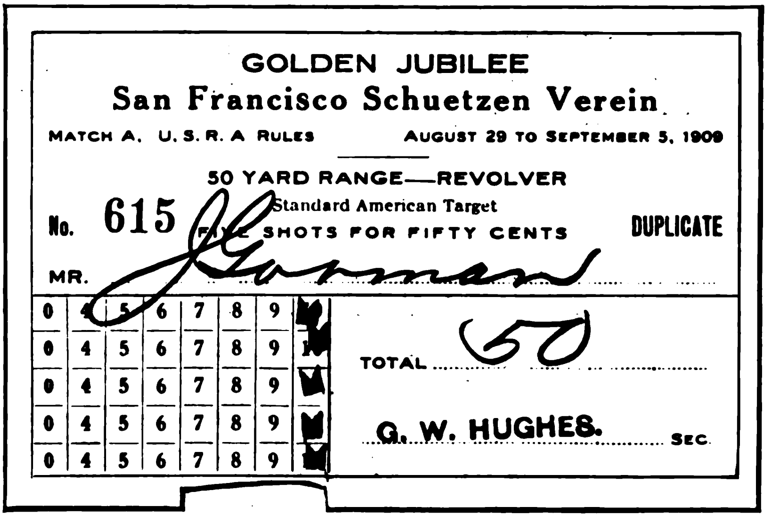

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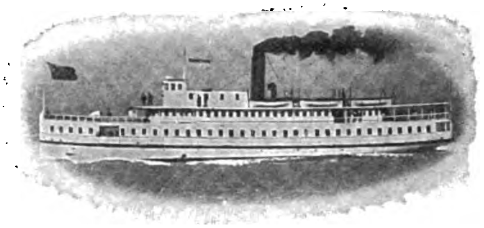

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Vol. III JANUARY, 1910 No. 9

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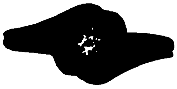

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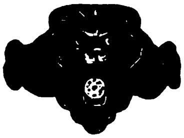

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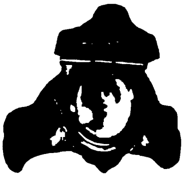

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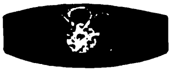

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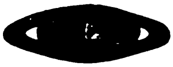

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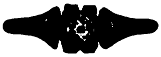

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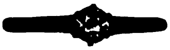

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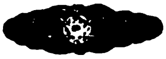

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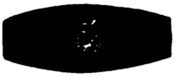

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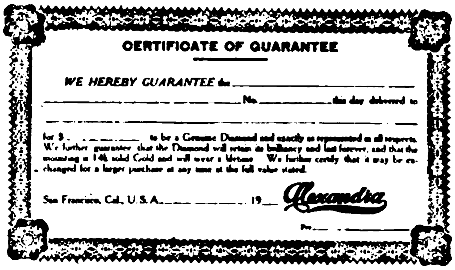

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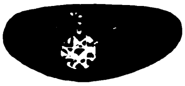

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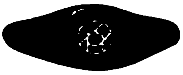

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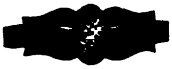

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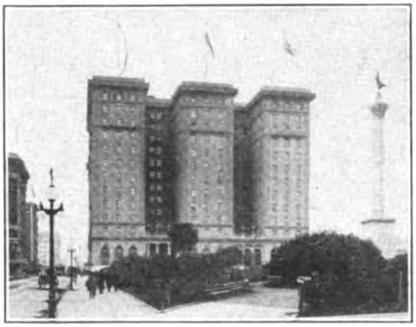

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NOTE: Steam launches will not be run in bad weather.

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5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

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Commander, U. S. Navy
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§ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
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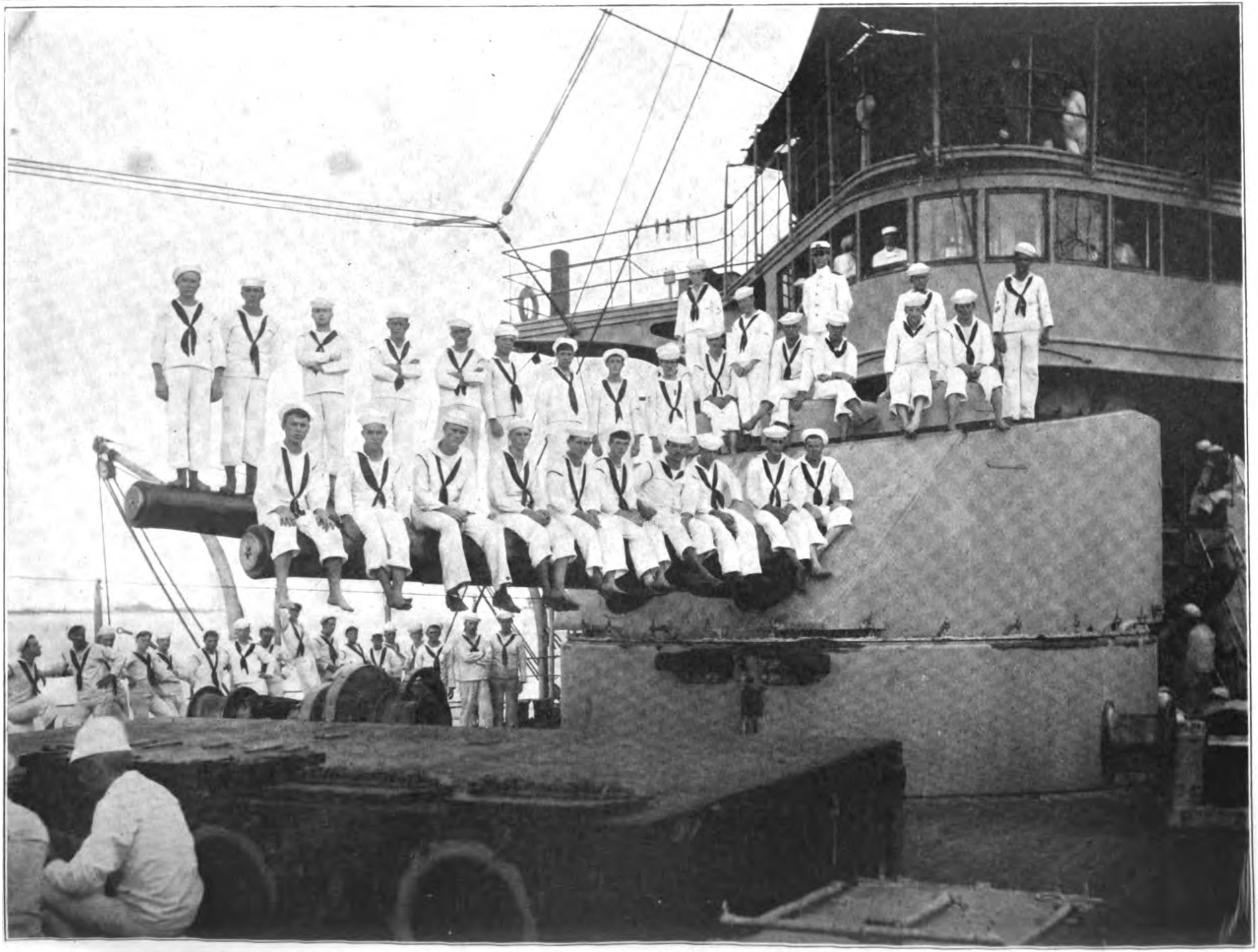

4th Division, U. S. S. West Virginia

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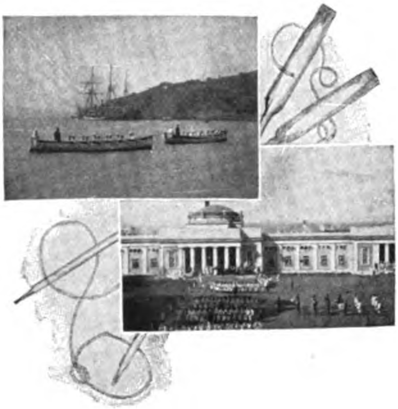
Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III JANUARY, 1910 No. 9.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.



PUBLISHED AND EDITED
BY
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U. S. NAVY
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RETIREMENT ON MORE PAY

Three bills, introduced in the House of Representatives of the United States Congress, will be watched with considerable interest by the enlisted personnel of the Naval establishment. They bear directly on the interest of the enlisted man and each one would be welcome legislation.

Of these three bills it is freely predicted that one will pass. Just which one it is impossible to state. House Bill 57 and House Bill 104 are practically the same as regards the Navy and adherents of that legislation favor either bill. Both provide for retirement after 25 years' service. House Bill 102 provides for a further increase in pay with 30 years retirement clause still remaining in effect.

Bills No. 102 and 104 are both fathered by Representative Bates. He believes that the enlisted man should receive more pay and in addition be retired after 25 years' service. If both of these bills could pass, the enlisted man's cup of joy would be complete. But as the chances are for the passage of but one, the personnel has divided into factions for each measure.

The bill to increase the pay reads as follows:

102. Bates—That the pay of all petty officers and enlisted men of the Navy shall be increased 10 per centum over the pay that they are now receiving from the date of the passage of this act, and thereafter shall be increased 10 per centum over the pay which they may then be in receipt of for each and every period of four years' service, computed upon their total service in the Navy from the date of the passage of this act: Provided, That the total amount of said increase of pay shall not exceed 40 per centum upon the full monthly pay of their rank or rating. Sec. 2. That the pay and allowances of all petty officers and enlisted men of the Navy on the retired list shall be based on the pay and allowances as herein provided for petty officers and enlisted men of the Navy of corresponding rank and rating on the active list. Sec. 3. That nothing herein contained shall be construed so as to reduce the pay and allowances now authorized by law or executive orders for any petty officer or enlisted man of the Navy on either the active or retired list.

This proposed law probably meets with the approval of the majority of the men in the naval service. That is, it would be the preferred bill of the greater number. Various reasons conspire toward this but the principal one is that the larger per cent of enlisted men are serving in their first, second or third cruises and these men have, as yet, spent very little time figuring on retirement. An increase in pay would be an immediate betterment to them and the 25-year retirement act would probably pass later before they had served that length of time in the service.

The passage of this bill would make it possible for a chief petty officer just beginning his fifth enlistment to draw $140.83 per month. After that time he would not be eligible for a further increase in pay under House Bill 102 but would receive his $3.30 for re-enlistment; $1.496 for continuous service and $8.25 for good conduct. Providing the 25-year retirement law was passed later, before this man was retired, his retirement pay would be $130.04 per month. He would leave the service one year after entering on his seventh enlistment.

House Bill No. 57, introduced by Representative Wanger, has a host of friends both in the service and out and would be only just to those men who at present have more than 20 years' serv'ce in the Navy. There can be no argument against the 25-year retirement proposition. It is due a large number of efficient and faithful men who have served in the Navy that length of time or nearly that long. These men will favor any bill to shorten the time for retirement. They will work harder for the passage of this measure and if any bill has favored chances, this one seems to have it. House Bill 57 reads:

> 57. Wanger—That when an enlisted man in the Navy shall have served 25 years, he shall, upon making application to the President, be placed upon the retired list, with 75 per centum of the pay, cash rewards, benefits, and allowances he may then be in receipt of, and that said allowances shall be as follows: $9.50 per month in lieu of rations and clothing and $6.25 per month in lieu of quarters, fuel, and light. Provided, That in computing the necessary 25 years' time, all service in the Army, Navy, and Marine Corps shall be credited.

House Bill 104 works the same advantage to the Navy as House Bill 57 but has an additional clause striking out the custom of allowing double time to soldiers and marines for insular service. Of course the Army and Marine Corps do not favor this measure. It is spoken of highly by many members of Congress, however, and if any two bills should pass it is probable that Bills 102 and 104 will be the two. Representative Bates, who introduced both, asserts that he has enough votes pledged to make both the increased pay for the Navy and the 25-year retirement act pass the House and Senate this session.

Bill 104 is as follows:

> 104. Bates—That when an enlisted man shall have served 25 years either in the Army, Navy, or Marine Corps, or in all, he shall, upon making application to the President, be placed upon the retired list, with 75 per centum of the pay, cash rewards, benefits, and allowances he may then be in receipt of, and that said allowances shall be as follows: $9.50 per month in lieu of rations and clothing, and $6.25 per month in lieu of quarters, fuel, and light: Provided, That hereafter the computing of double time for service in the insular possessions of the United States shall be abolished: Provided further, That in computing the necessary 25 years' time all service in the Army, Navy, and Marine Corps shall be credited.

This latter alternative, the passing of bills 102 and 104, would be the bringing of peace and content to the Naval Service. All classes would then be satisfied, but strife would be stirred in both the Army and Marine establishments.

It is not the custom of the Naval Service to kick about the good fortune of another service. During the whole campaign for 25 years' retirement, the enlisted personnel of the Navy has not used the fact that the other services get double time as a lever to further their own bill. The argument has been simply that sailormen deserve the 25-year retirement.

But to strike a medium and also a uniform retiring basis, it seems that Mr. Bates, in bill 104, has solved the question. He trims five years from the retirement limit of all services, but eliminates the double-time proposition. That would cause some men in the Army and Marine corps to lose probably three or four years. But very few will lose that much. It is not intended to allow an enlisted man more than one year in five in the islands, and the new bill cuts off one year in six.

Whatever the outcome, though, it is almost assured the Navy will profit. If not 25-year retirement, then increase of pay, and if not the latter, then the former will be granted.

* * * *

NEW STYLE OF SCOUTS

Naval constructors are working out tentative plans for new scout cruisers for the consideration of Congress. It is probable that authority will be asked for the construction of more vessels of that type and to that end the experts of the Navy Department have been studying and investigating the actions of the three scouts now in commission.

The new scouts will have at least 5,000 tons displacement, or 1,250 tons more than the Salem, Chester and Birmingham. They would have a speed of 27 knots against 24 knots in the present ships, and have a correspondingly larger steaming radius. The armament will be light, and turbine instead of reciprocating engines will be installed.

RECRUITS RISK LIVES

Bluejackets for Uncle Sam are noted for their willingness to risk life and limb to save citizens of the republic from danger. Newspapers accord this in their behalf, even if stories detrimental to the character of the enlisted man are frequently placed before the public in wrong lights. Two recruits from the Los Angeles Recruiting Station seem to have the record for becoming instilled with the Naval spirit of gallantry. A newspaper account of their bravery follows. It happened aboard the steamer St. Croix, which burned to the water's edge a month ago:

> Among the passengers of the destroyed ship were two young men who had taken passage at San Pedro for Mare Island, where they had been ordered to report for duty in the United States Navy. They are S. B. Clifford of Buffalo, N. Y., and Joseph Lori of Santa Barbara. They had recently enlisted and were on their way to serve, one as an apprentice seaman, and the other as a coal passer.
>
> At the time the women were thrown into the sea, when the first lifeboat was being lowered, both of these boys unhesitatingly plunged with others into the ocean to the rescue of the passengers, and there were many comments made upon their plucky acts. Clifford was seen at the Malibu Ranch early yesterday morning. He said that he tried to help a large woman in the water, but that she proved to be a better swimmer than himself, and that he believed if she had not been there, he would have drowned.
>
> The two boys lost everything they had, even to their enlistment papers and records, and will remain at Santa Monica pending instructions from the officer who enlisted them.

* * * *

PROTECTS THE UNIFORM

Protection of the military and naval uniforms is the object of a bill to be presented to the Senate by Senator Dick, of Ohio. The bill, if it becomes a law, will make it a misdemeanor for any person, who has no right to any part of the uniform of the several services of the United States, to wear such uniform and imposes a fine of $50 or imprisonment for 30 days or both. The bill follows:

> Any persons who shall wear any uniform or any device, strap, knot, or insignia of any design or character used as a designation of grade, rank, or office, such as are by law or general regulations, duly promulgated, prescribed for the use of the regular Army or similar thereto, except members of the Army and Navy and Marine Corps, and the organized militia and naval militia of any of the States or Territories or the District of Columbia, officers and members of independent military organizations, members of associations composed of soldiers or sailors honorably discharged from the service of the United States, members of the order of Sons of Veterans and Confederate Veterans, and such persons as may be authorized by the laws of any State, Territory, or the District of Columbia so to do, shall be guilty of a misdemeanor, and on conviction thereof may be fined not more than $50 or imprisonment not more than 30 days, or both.

* * * *

SECRETARY'S ANNUAL REPORT

Secretary of the Navy George von L. Meyer has submitted his annual report to Congress in regard to Naval matters during the past year and suggests changes and improvements during the coming year. His more interesting recommendations are:

Two battleships and one repair ship to be constructed. The battleships to be of the all-big-gun type and intended to round out the squadron of eight launched and building, viz.: North Dakota, Delaware, Florida, Utah, Arkansas and Wyoming. The repair ship is a result of the Atlantic fleet's cruise around the world.

Younger officers in the senior grades.

The comparison of the Navy to insurance on real estate and personal property. The secretary shows that the Navy is an investment of $0.0012 per dollar of the estimated wealth of the United States.

He urges the establishment of a Naval reserve, subsidized, among the fishing fleets and lake steamers and the improvement of the Naval militia.

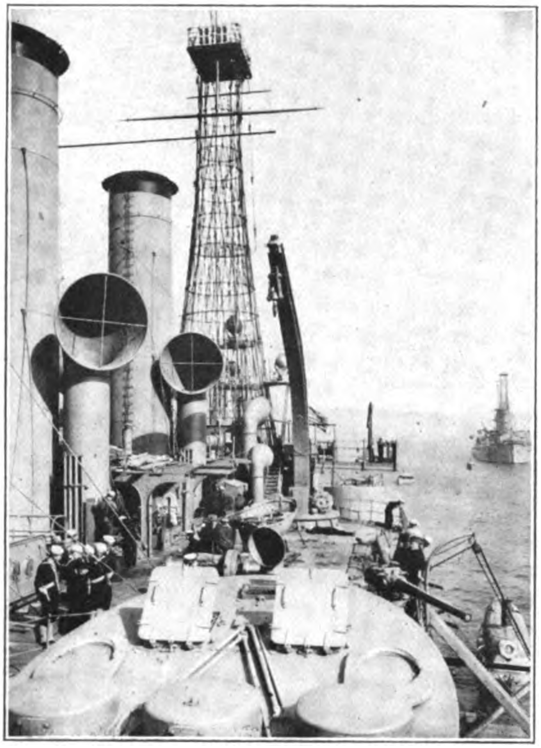
Insular Naval Stations are touched on and Pearl Harbor mentioned as the future base for the Pacific ocean.

* * * *

THE NICARAGUAN WAR

That ever-turbulent little republic, Nicaragua, broke forth into seething revolution again early in December, and murdered two American citizens. Marines were despatched from the League Island Navy Yard on the Dixie, and the Marietta, Des Moines and Eagle were sent to the eastern coast. The Vicksburg, Albany and Yorktown went to the western coast, and American interests were well protected.

The Nicaraguan Government threatened for a time to refuse to heed the instructions of the United States and the advisability of landing an expedition was under consideration. Although the trouble has not yet entirely quieted, it is expected that the marine guard of the canal zone and the usual attendant ships can quell any disorder in the country that needs foreign interference.



Skeleton Masts of the U. S. S. Connecticut

WITH THE FLEETS

Pacific Torpedo Flotilla

The eight "battle pups" of the Pacific fleet returned from target practice December 15th and proceeded directly to Mare Island for minor repairs before further cruising. Incidentally, all hands will be given liberty, after one of the most arduous cruising periods ever attempted by torpedo vessels. For more than a year the western flotilla has been on the move. Not a week here and a week there, but hurried dashes half the length of the continent, then coaling and a record run of a thousand miles or more.

A feature of the target practice this year was the use of large scows instead of canvas rafts, as used heretofore. Excellent scores were made by several of the little black boats, and the torpedo trophy comes to the West.

* * * *

The Pacific Fleet

The first squadron of the Pacific fleet sailed from Manila early in December for Japanese and Chinese ports. The West Virginia and Pennsylvania went to Hong Kong; the Maryland and Colorado to Kobe; the South Dakota and California to Yokohama, and the Tennessee and Washington to Shanghai. The ships will assemble at Yokohama about the first of the year and begin a leisurely journey home, arriving at their home yards about February 15th. The Asiatic cruise has been a complete success in many ways.

* * * *

Atlantic Fleet

Short maneuvers on the Southern Drill Grounds, off Cape Hatteras, during the middle of the month, comprised about the entire month's steaming for the Atlantic fleet of battleships. The armored cruiser squadron was broken up and the New York ordered into reserve. The scouts sailed for the south and the Montana and South Carolina are acting in unison with the battleships. The fleet probably will sail soon for Guantanamo and hold small arms target practice. Extensive maneuvers are planned for the spring months, covering territory from the Florida straits to the coast of Maine.

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Atlantic Torpedo Flotilla

The Atlantic torpedo flotilla has rendezvoued at Charleston, S. C., for the winter months. The submarine boats are with them, and both flotillas will begin fleet and individual practice and maneuvers as soon as the spring weather breaks. Good records were made by all ships during the fall practice.

* * * *

Asiatic Squadron

The Asiatic squadron of the Pacific fleet is still in insular waters, and probably will remain until warmer weather, when the customary trip to northern Japan and China will be made. Rear Admiral Hubbard sailed from San Francisco on December 21st, to relieve Rear Admiral Harbor as commanding officer of the squadron.

* * * *

Elmer E. Wilson, a deserter from the Navy, was arrested in Terre Haute, Ind., while he was visiting at the home of his sweetheart. He deserted from the Connecticut in July.

* * * *

The receiving ship Independence, at Mare Island Navy Yard, was given, last month, what probably will be her last cruise. She was moved about 250 feet south of her old berth, so as not to interfere with the new drydock.

* * * *

The tug Iroquois has been ordered from Honolulu to Mare Island for repairs and general overhauling. She has been at her Hawaiian station for several years.

WATER TENDER HONORED

The first man to be presented in person by the President with a medal of honor, since the executive order directing that this be done, was John King, chief water tender of the Salem.

King was awarded a medal of honor at the White House on December 2, 1909, by the President, in the presence of the entire cabinet.

Another unusual feature connected with it is that King was already the owner of a medal of honor; there is no record of any man having before received two of these greatly prized medals.

The medal just awarded him was for extraordinary heroism on the occasion of an accident to one of the boilers of the Salem on September 13, 1909. The water was being blown out of the boiler very rapidly, and it was only by the very prompt action of John King that water was kept in the boiler, thus preventing a more serious accident and also preventing the boiler from being injured. The fire room was filled with flame, hot gases and steam, but King, without hesitation, placed himself in danger by entering the flame to open the valves admitting water to the boiler. He was badly burned while doing so.

King rescued one of his shipmates, who was overcome by the heat, by lifting him through the air lock to the orlop deck. After doing this, he again attempted to return to the fire room and was only prevented by force.

The first medal was for extraordinary heroism in an accident to the boilers of the Vicksburg, in May, 1901.

Three other enlisted men of the United States Navy were commended for heroic action. Rosario Ricciardelli, chief gunner's mate, was written a personal letter by the Acting Secretary of the Navy praising him for his prompt and fearless action in jumping overboard from the U. S. S. Dixie to rescue C. L. Bennett, coal passer, who was drowned.

Oscar H. Rudluff, fireman second class, was commended for his action in leaping from the decks of the U. S. S. Montana to rescue an intoxicated man. G. L. Tully, coxswain, helped rescue F. G. Dannecker, coal passer, and was commended by the Secretary of the Navy.

* * * *

The Pacific fleet on its return to home waters, will stay at the Navy yards about 50 days, and then go south for target practice. After that, they will assemble at the home yards and be fitted with the new fire control masts and undergo such other repairs as may be necessary.

TO COMPARE WARSHIPS

In an attempt to determine the comparative efficiency of warships of the same class, the Navy Department has handed down an order for the standardization of trials of vessels prior to their acceptance by the Government. All the vessels of a class, the regulations provide, shall be tried over a measured mile course, at as nearly the same displacement, trim, condition of bottom and weather as possible. The displacement and trim will be those of average cruising condition for each class. The trials will consist of progressive runs in order to obtain the necessary points for laying down the curves of speed, indicated horsepower and speed revolutions.

"Standardization plans conducted uniformly in accordance with the foregoing plan," the order says, "will furnish comparative data of great value to the department in the elimination of the least efficient propellers and thereby increase the general efficiency of the fleet."

* * * *

ACCIDENT REPORTED

It is reported that an accident came near causing the loss of the submarine boat Grampus, near the entrance to San Francisco harbor, during the submarine's maneuvers, early in December. The story told is that the Grampus and the Pike, with the tender Fortune, were maneuvering off Fort Point. The Grampus made a successful 62-foot dive. When she came to the surface something went wrong with the steering gear and the little craft was swept into a whirlpool. Around and around she went, like a top, until the Fortune was able to grapple her and tow her clear of the danger. The report is not made officially. It is not believed that the crew of the Grampus were in any danger.

* * * *

NAVY NEEDS MUSICIANS

The lack of musicians is embarrassing the Naval service. It is becoming more and more difficult to procure them.

Those formerly recruited were foreigners, very few capable American musicians desiring to enlist, and those who have enlisted, discouraged by the prospects of no future or advancement in the service, quit when the term of enlistment ended. Rear Admiral Potter, under whose jurisdiction the musicians are, says that the pay of the musicians must be materially increased if the complement is to be filled. By the act of May 13, 1908, enlisted bandsmen may not play off Government reservations, and this is making it practically impossible to obtain even low grade musicians to play for the Navy.

PACIFIC TORPEDO STATIONS

Among the appropriations asked from Congress this session by the Navy Department is one for $145,000 for a torpedo station at some point on the Pacific coast yet to be ascertained. This is an appropriation which should command the hearty support of the entire Pacific coast delegation. A torpedo station is a vital necessity to the Naval defense of this coast.

A special commission of Naval officers last summer made a close and careful investigation of all available places on the coast for this purpose, and the report which was made as the result of that investigation will be the basis for the selection of a site for the torpedo station when the money is available for the purchase of a site, which will not be until the appropriation asked passes. The report is not made public for obvious reasons.

When consideration is given to all of the points of availability for a torpedo station, it can be seen readily that some place on Puget Sound is likely to be chosen. Properly, a torpedo station should be close enough to an existing Navy Yard, if possible, to be partly administered from the Navy yard. It should be at some place where a large area of land can be procured at a reasonable price.

It should be on a bay, where there is clear water, no mud bottom into which torpedoes might sink and be lost, and with not too great a depth of water; for diving operations may be necessary at any time to recover a torpedo lost in practice. It should be on a harbor where there is little present commerce, so that the torpedo practice work should neither be interfered with, nor itself interfere with commerce.

A torpedo station, conducted on anything approaching the scale of the present station at Newport, would be a very important adjunct to the Navy on this coast, and its presence would be of considerable importance to any town in the near vicinity.

* * * *

WIRELESS TESTS BEGIN

Scout cruisers Birmingham and Salem, equipped with the most elaborate wireless outfits ever placed on board an American war vessel, sailed from the Boston Navy Yard on a cruise which will take them thousands of miles through tropic seas and Arctic ice floes for a thorough and complete test of wireless telegraphy under all conditions of latitude and climate.

The tests are to be made under the direction of the Navy Department and will extend over four months. New masts were installed and a change made in deck plans. Fessenden sets, rated at 10 kilowatts, are to be used, and if the specifications are fulfilled, in all probability this system will be installed on all the ships of the Navy.

The specifications call for sending and receiving messages at least 1,000 miles under all conditions, and 3,000 miles under favorable conditions. The tryouts for the first month will be along the Atlantic coast from Cape Cod to Hatteras, and the land station for the entire cruise will be Grant Rock, Mass.

After a visit to Hampton Roads for such changes as appear necessary, the cruisers will head for Hamilton, Bermuda, then run to Trinidad, the Salem then being 1,000 miles astern. Reaching South America early in January, an attempt will be made to reach by wireless the battleship Connecticut, then on its way to Guantanamo.

From Trinidad the Birmingham, followed by the Salem, will go south to the mouth of the Amazon. Swinging around by the Canary Islands, the cruisers will run to the Madeiras and Gibraltar, and possibly up through the Mediterranean, and then cruise up to Kiel and the North Sea.

* * * *

The Navy Department adheres to its determination not to turn the U. S. S. Vicksburg over to the Treasury Department for use in the Revenue-Cutter Service, which transfer was authorized some time ago by Congress. It is still maintained by the Naval authorities that there is very practical and urgent need of the Vicksburg and vessels of that type on the Asiatic Station and in Central American waters. Our experiences with the Nicaraguan Government emphasize the value of ships like the Vicksburg.

Accordingly, the Vicksburg has been ordered to remain in Pacific waters, and not proceed to the east coast.

* * * *

Drowning was responsible for more deaths during 1908 in the United States Navy and Marine Corps, with an average strength of 52,913, than any other cause, 47 men having met their fate in a watery grave out of a total of 305 deaths for the year.

The ratio of deaths per 1,000 of strength was 5.76, according to the annual report of P. M. Rixey, surgeon general of the Navy. Tuberculosis was responsible for 30 deaths, pneumonia for 24 and heart disease for 21.

WEST VIRGINIA WINS CUP

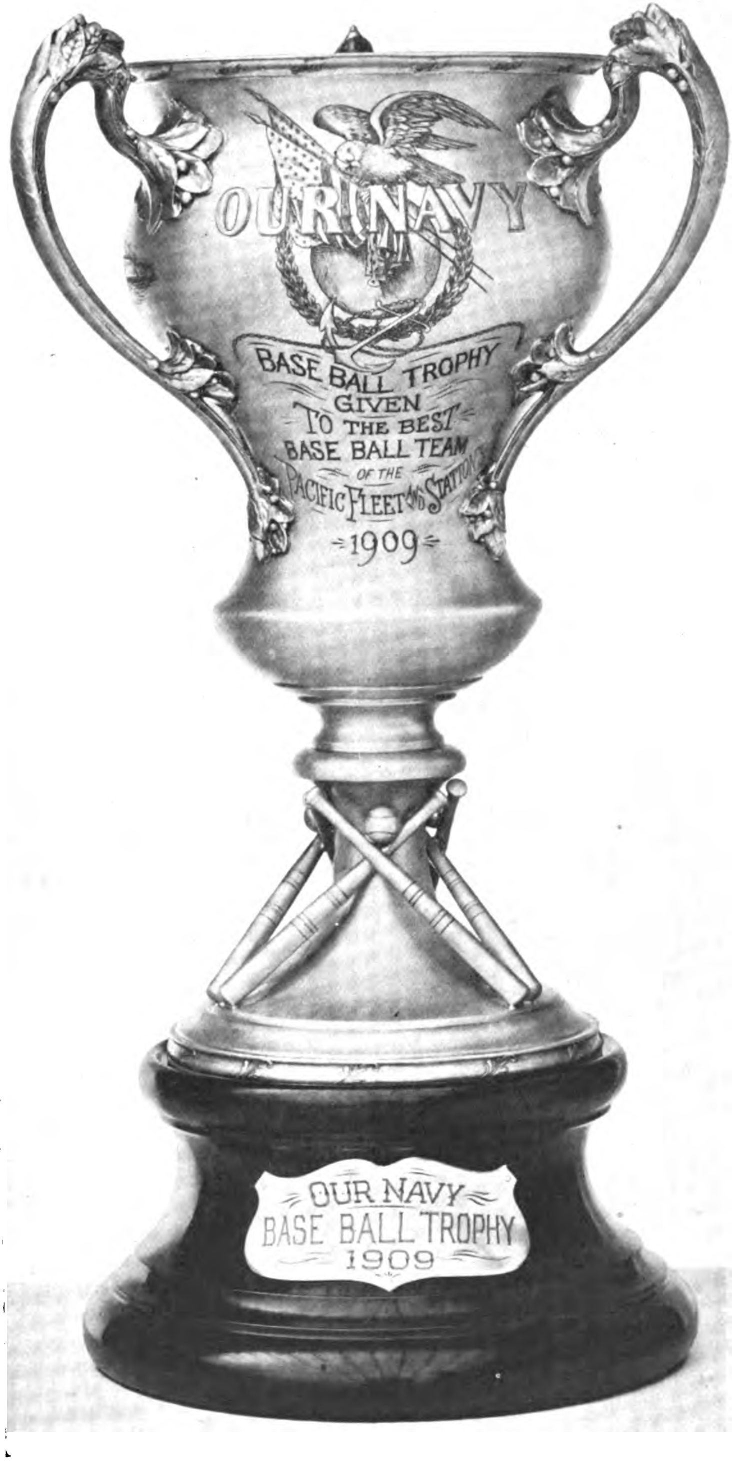
The West Virginia won.

Playing hard consistent ball throughout the entire season the baseball team of the U. S. S. West Virginia, flagship of the second division of the first squadron of the Pacific Fleet, won the handsome $300 cup offered by "Our Navy" to the champion team of the Pacific ocean, with a per cent of 812.

The West Virginia started off the season in second place with the Training Station first. Soon the cruiser sailors began to improve their form and the Training Station dropped to second place where she stayed until the finish. The West Virginia did not lose a series in the fleet. She backed every Navy team off the map and in addition won many games from civilian teams at the various ports she has visited.

Chaplain E. W. Scott, of the U. S. Naval Training Station team, is winner of the gold watch offered by the Alexandra Jewelry Co., in the "Our Navy" baseball series to the individual player who made the highest batting average.

McGinn, of the U. S. S. West Virginia, by making the highest number of scores won an individual loving cup offered by City and County Bank of San Francisco, giving the West Virginia two of the three prizes possible to land.



OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

JANUARY, 1910

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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A bill tended to correct an unjust discrimination against men who have served honorably in the Naval service has been introduced in the Senate by Senator Perkins of California. The bill provides for the naturalization of aliens who have served in the Navy, auxiliary service or marine corps. It reads:

"Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled, that any alien of the age of 21 years and upward who has faithfully served or may hereafter so serve for one enlistment of four years in the United States Navy, Naval auxiliary vessels, or marine corps, shall be admitted to become a citizen of the United States upon his petition without any previous declaration of his intention to become such, and without any proof of residence ashore, and the court admitting such alien shall, in addition to proof of good moral character, be satisfied by competent proof from naval sources of such service: provided, that any court may hereafter be given jurisdiction to naturalize aliens as citizens of the United States may immediately naturalize any alien applying under and furnishing the proof prescribed by the foregoing provision."

The passage of this act will benefit greatly a deserving class of men in the United States Navy who otherwise would be unable to become citizens of the United States without losing service in the Navy.

A score or more of bills relating to Naval matters have been laid before the Senate and House Naval Committees before final presentation to Congress. The titles of the more important follow:

To provide for the naturalization of aliens who have served or shall hereafter serve five years in the United States Navy or Marine Corps (S. 1480).

To establish Paul Jones Day in the Navy (H. R. 56).

Providing for the deposit of a model of any vessel of war, bearing the name of a State, in the capitol building of said state (H. R. 126).

To provide a Navy adequate for national defense (H. R. 130).

To provide mobile defense for Atlantic coast and Gulf ports (H. R. 10278).

To provide a consecutive naval programme (H. J. Res. 9).

Dental surgeons: authorizing the appointment of dental surgeons (S. 1015; H. R. 4305, 6741).

Dry docks: providing for the construction of dry docks (H. R. 30).

Enlisted men: providing for the retirement of petty officers and enlisted men (H. R. 57, 104).

——to increase and fix the pay of petty officers and enlisted men of the Navy (H. R. 102).

——to provide for the naturalization of aliens who have served or shall hereafter serve five years in the Navy or Marine Corps (H. R. 127).

Hospital corps: to reorganize and increase the efficiency of the hospital corps of the Navy, and regulate its pay (S. 1017; H. R. 6184).

Officers: for the relief of officers of the Navy retired for disability incident to the service, employed on active duty (S. 400; H. R. 5171, 8229).

——for the relief of certain officers commissioned from the enlisted force and noncommissioned grades of the Navy (H. R. 1327).

——for the relief of certain retired surgeons, passed assistant surgeons, and assistant surgeons (H. R. 2195).

——changing the status of certain officers on the retired list of the Navy who were retired on account of wounds or other disability incident to service (H. R. 10279).

——granting certain naval officers permission to accept certain tokens from the Chinese government (H. J. Res. 44).

Paymaster: providing for the promotion of assistant paymasters (S. 825).

Personnel: to regulate the strength and promote the efficiency of the personnel of the Navy (H. R. 2722).

Prisoners: to provide suitable civilian clothing and a cash gratuity to naval prisoners on discharge (H. R. 128).

Professor of mathematics: authorizing the President to appoint a professor of mathematics (H. R. 2741).

Vice-admiral: authorizing the appointment of a vice-admiral (S. 1895).

AN UNFOUNDED LIE

Los Angeles is making a mighty effort to secure for San Pedro, her nearest port, some sort of a Naval station. Anything will suit, rifle range, torpedo station, supply and repair station, training station or Navy yard. They want something which will cause Government money to be emptied into the coffers of Los Angeles citizens, and in the meantime, the Los Angeles Examiner is referring to bluejackets of Uncle Sam as "the most pitiful of any set of workers in the world."

The easiest reply that can be made to that is that it is a base and unfounded lie. It is deliberate falsification. The Examiner further states: "At present the United States can not find seamen to man her men-of-war, in spite of all the efforts, pictorial and otherwise, to persuade young men that a life on the ocean has much fascination and pleasure. There never will be a decent lot of sailors to man our Naval vessels until our shipping interests are supplied with American seamen." At the close the paper says: "Our brothers are sent to death in rotten ships, unsound and undermanned, and improperly inspected."

It is in times like this that men are unable to give their feelings written words. No pen could portray the falsity of such utterances. They are ridiculous beyond human comprehension, yet one of the largest, and supposedly best informed daily papers in the second city of California, publishes them.

Los Angeles has ever been a favorite port of the American bluejacket. There we have been hospitably received, courteously entertained and heartily God-sped on our journeys. OUR NAVY is certain that the Examiner does not reflect the feeling of the citizenship of Los Angeles. Not even a rural community in the furthermost inland State holds such a distorted and unfounded view of the Naval service.

"Better Treatment for Our Sailors," the Examiner heads its editorial. What a flimsy excuse for condemning as "indecent" and "most pitiful" a body of men whom such noted writers as Henry Ruterdahl, Theodore Roosevelt and Richard Harding Davis have characterized as the hardiest, most loyal and most intelligent class of men who man any ships in the world.

Then, it is not hard for Uncle Sam to man his ships. In fact, the personnel is almost full at present, and only the very pick of men can enlist. Forty thousand applicants were refused enlistment last year, and less than 4,000 enlisted.

The Examiner should send a representative to visit a man-of-war and see the bluejacket in his home. There he will see content and prosperity beyond his belief. He would be convinced of his paper rottenness. He would know what kind of men his paper classed as "indecent." The pick of American manhood is found on American ships of war and the Navy is proud of them.

* * * *

ENLISTMENT OF CULPRITS

A certain "yellow" newspaper of Cincinnati recently published an interview with the probation officer of the juvenile court, to the effect that he had turned over a considerable number of refractory boys, whose sentences for various offenses had been suspended, to the Navy recruiting officer, making it appear that that was an excellent way of disposing of such boys. The Navy recruiting officer answers the article by saying that to the best of his knowledge no one has been accepted at his office who has been sentenced by the juvenile court.

The denial was not published, because the other papers of Cincinnati were unwilling to take the matter up and answer it, after it had appeared in the "yellow journal."

It is the policy of all recruiting officers nowadays to inquire into the antecedents of an applicant for enlistment, and whenever it is learned that a misguided judge has suspended sentence of a culprit on condition that he promptly apply for enlistment in the Navy, the applicant is invariably rejected when he reaches the recruiting station.

* * * *

THE NAVY COULD FIGHT

"We want a Navy that is worth seeing and able to fight if it has to; a Navy worthy of this country. While we are not hunting for trouble, we are a nation of eighty or ninety millions of people and we must, under the present conditions, in order to maintain the prestige that is proportionate to our stand before the world, have a Navy that can fight."—President Taft, at Norfolk, Va., November 20, 1909.

The entire United States Navy will agree with President Taft in his meaning, but exception must be taken to his wording. What the President means is that the United States Navy should be increased and bettered by every possible means, but it is hardly probable that he intended to spread the impression among the American people that the present Navy is incapable of fighting, and is not to be classed as a Navy at all.

The statement of former Congressman Landis that the United States Navy is "a bluff," brought forth enough argument and thought to prove to every citizen of "our eighty or ninety millions" that the American Navy is one of the finest in the world, but susceptible of improvements that should be made.

A Navy is different from any other branch of a government's military power. It is primarily an offensive weapon and a weapon that must be continually changed and improved to keep it in the highest state of efficiency. The greatest minds of the world are engaged in bringing Naval fighting efficiency to a higher state and what is more reasonable than that frequent changes should be necessary to keep abreast of the times.

* * * *

REORGANIZE HOSPITAL CORPS

A movement is on foot to slightly reorganize the hospital corps of the Navy and give the enlisted men a better opportunity for advancement. The new measure contemplates creating the rank of chief pharmacist and four grades of petty officers instead of two. It further provides that all vacancies in the corps below commissioned grade be filled by examination and selection, and bases the pay of the hospital corps on the pay of similar ratings in the seaman and special branches.

This would reduce the pay of hospital apprentice to $21.90 a month and create two additional grades of petty officer between hospital apprentice, first class, and hospital steward, who would draw $38.50 and $44 per month, respectively.

* * * *

NEW COMMANDANT RUMORED

Rumors are current that Captain John B. Milton, commanding officer of the U. S. S. Independence, will relieve Commander Edward W. Eberle as commandant of the Naval Training Station, Yerba Buena Island, during the latter part of January, 1910.

Captain Milton entered the Navy July 26, 1866. During that time he has served twenty-three years and five months at sea. Much of his land service has been on receiving ships, where duties are almost as arduous as on seagoing vessels. He was commissioned a captain on June 6, 1906, and will be raised to the rank of rear admiral January 9, 1910. His assignment to the training station is expected to follow his rear admiral's commission. He retires October 20, 1910.

He entered the Naval Academy from Kentucky. During his long service in the Navy he has won merited notice as an efficient and just officer. His assignment to the Training Station would be particularly fitting, as he has for two years been stationed at Mare Island, and would in many ways be familiar with the needs of the station.

Commander Eberle has been at the station since June, 1908, and his loss to the station will be keenly felt. His present tour of land duty has expired and his transfer to sea will be with the best wishes of the officers and enlisted personnel who have been fortunate enough to serve under him.

* * * *

ALLEGE BAD INSPECTION

Newspaper reports concerning the first squadron of the Pacific fleet make some startling charges. They claim that those ships were sent to sea in a somewhat hurried manner and intimate that as a result several of the big cruisers are in a bad way in regard to the engine room.

The Vallejo Chronicle publishes the following:

> It appears that the endurance run to Honolulu played havoc with the ship's boilers and engines and that repairs have to be continually made by the engineering force of the vessel. During the 2,000-mile run from San Francisco to Honolulu the eight big armored cruisers were sent through the water as fast as steam could carry them.
>
> The Pennsylvania was the first ship to arrive at Honolulu and was closely followed by the West Virginia, which made a heroic spurt after meeting with an accident. This final spurt is said to have caused great damage to the big ship, as her boilers and engines have been giving trouble ever since. On Admiral Barry's flagship it is freely predicted that she will have to go out of commission and undergo a thorough overhauling at the local station, which will require the expenditure of from $500,000 to $1,000,000.
>
> The same condition is said to prevail aboard the Colorado, so it is likely that that vessel will go out of commission at the northern yard.
>
> It is to be hoped that the big ship will have to go out of commission, as it will furnish a big job for the yard and result in many men receiving steady employment all next year.

The last paragraph of the foregoing newspaper effusion is a striking example of how the citizenship of the small navy-yard towns view the Navy. It is simply a mercenary proposition. A ship goes out of commission and swells the income of the town; a ship goes into commission and the same thing occurs. For this reason the reflections on the

Naval system in the article bear little weight.

It is possibly true that the engines and boilers of the big cruisers have suffered some from the severe strain that has been placed upon them by the trip across the Pacific, and the attendant steaming exercises. These exercises have been the most trying ever held by American ships of war, and are intended to furnish valuable information to the department concerning the steaming capabilities of the modern ships of the Navy. As none of the big cruisers have had more than a breathing spell at Navy yards since their first commission, the calamity screamers can safely argue that the ships are in need of repairing.

* * * *

DEPARTMENTAL CHANGES

Sweeping changes have been made in departmental affairs during the past month. The authority of the bureaus has been subordinized to that of a staff of four rear admirals. The bureau of steam engineering has been recommended for the scrap heap, and other bureaus are shorn of their right to issue orders concerning weighty questions.

The new changes are the result of the several boards appointed during the past six months to investigate Naval affairs. Rear Admiral Sperry headed the first board. Rear Admiral Leutze followed and Rear Admiral Swift was senior member of a third to combine the other two. The report of the board recommends changes in Naval yards also. The commandant is now the supreme authority, and Naval constructors must answer to him instead of the department.

Summarized, the essential changes in the Meyer plan are:

The selection of four responsible advisers on subjects within the four groups into which duties of the department fall, to be known as the aide for material, the aide for personnel, the aide for operations of the fleet and the aide for inspections.

The grouping of the bureaus into two divisions of material and personnel, according to the nature of their duties.

The establishment of a division of operations of the fleet.

The establishment of a comprehensive inspection system.

The establishment of a modern and efficient cost-keeping system in the Navy Department and at Navy yards.

The separation of Navy yard work into two divisions of hulls and machinery.

The abolishment of the board of construction.

The abolishment of the bureau of equipment.

All the reforms go into effect December 1st, except the abolishing of the bureau of equipment, which Congress alone can do.

The officers who will compose the "American Admiralty" are as follows:

Aide for Operations of the Fleet—Rear Admiral Richard Wainwright, commander of the third division of the Atlantic fleet.

Aide for Personnel—Rear Admiral W. P. Potter, chief of the bureau of navigation.

Aide for Material—Rear Admiral William Swift, commandant of the Boston Navy Yard.

Aide for Inspection—Captain Aaron Ward, recently supervisor of the New York Harbor, who will become a rear admiral on January 9th.

Captain Reginald F. Nicholson, a member of the board of inspection and survey, will be made chief of the bureau of navigation.

More prominence is also given the office of Naval Intelligence under the new regime. Heretofore, that important part of Naval work has been subordinate to the bureau of navigation. It probably will yet remain in the same heading with navigation, but will rank as equal to the old bureau.

* * * *

STEAMING EXERCISES

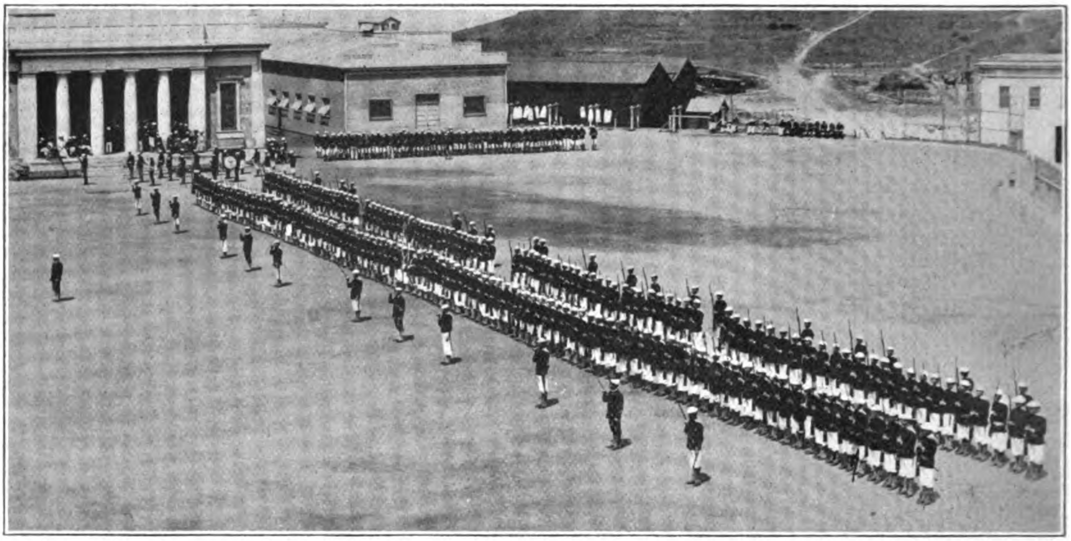
Congress will be asked this session to provide for permanent steaming and coal consumption prizes to go to ships of the United States Navy. The following legislation is suggested:

> Steaming exercises—Prizes, trophies and badges for excellence in steaming exercises to be awarded to ships in commission for general efficiency and for economy in coal consumption under such rules as the Secretary of the Navy may formulate; and for the purpose of classifying and compiling the results of the competition, $15,000.

This fund would place the steaming exercises on the same firm basis as the target exercises. The department could also collect and classify much valuable information concerning the different coals of the world. This money would not be used as extra pay for men of the engineer's force. That money will come from another appropriation.

* * * *

According to the paymaster general of the Navy, the coal for the coming fiscal year will cost $1,000,000 less than the coal for last year did. The reason for this is the large amount on hand and the general economy practiced.



Battalion of Apprentice Seaman at Drill, Naval Training Station, San Francisco

STATION NOTES

The Girls' Glee Club of Lowell High School entertained the crew and apprentices at the training station, in behalf of the Youths' Directory of San Francisco, last month. The entertainment was praiseworthy and appreciated by the ones who were fortunate enough to be aboard that evening.

* * * *

The 12-oar cutter race at the station on Thanksgiving Day was won by the Second Company. The names of the boat's crew is as follows:

Fowehr, D. J., drill master.
Carlton, W. E.
Haycock, A.
Chapman, C. C.
Lemmon, G. H.
Cozzens, H.
Stark, D. F.
Merrill, F. D., coxswain.
Moore, C. W.
Knudsen, E.
Stewart, W. L.
Thomas, W. H. D.
Hiller, F. J.
Lemoine, R.

* * * *

POPULAR CHIEF MARRIED

"Benny" Schrieber, chief master-at-arms, U. S. Navy, and Miss Hazel Snell, of San Francisco, were married on the evening of December 15th, at the home of the bride's parents, Mr. and Mrs. Edward L. Snell, on Ashbury street. More than one hundred guests were present.

The floral decorations were chrysanthemums and ferns, while a large floral bell marked the spot where the wedding ceremony was read. A cake, a replica of the U. S. S. Ohio, Benny's last floating home, was a feature of the wedding banquet following.

Chief Schrieber is at present an instructor of apprentice seamen at the training station, Yerba Buena Island. He is one of the most popular chief petty officers in the Naval Service, and also is accounted a most efficient one. His many friends on both the East and West coasts join in congratulating him on his securing a first mate for life.

* * * *

CHICAGO TRAINING STATION

The Chicago Training Station, which it was intended would be opened in July, 1910, will not be ready by that time, and the Government officials are now figuring whether the station can be opened by the close of the coming year.

Contracts for the paving of the roadways and walks in the station grounds have been let. Fifty-eight thousand dollars' worth of paving will be done by a Waukegan, Wis., company. The work on the buildings is steadily progressing, and will be well under way when the spring weather begins.

* * * *

A dispatch from San Diego states that the body of a man dressed in bluejacket's uniform was found floating in the harbor on December 13th. It was supposed to be a man from the torpedo flotilla.

UNIV. OF CALIFORNIA

SERVICE TRIBULATIONS

Stories misrepresenting the Naval Service have always been an impediment in the way of successful recruiting. Many of these tales originate from persons ignorant of the Navy, but by far the greater number come from men who either deserted or were summarily discharged for inaptitude or misbehavior. It frequently happens that bad conduct men will lay their griefs and tribulations before some petty lawyer and charges are made against the Naval Service. Some of the allegations are in the extreme. These are given some prominence by newspapers at the time the papers are filed but very, very seldom is the final disposition of the case printed. It generally ends in a fiasco in so far as proving the Naval Service at fault and an ending of that sort is not the news wanted by our modern daily journals.

Quartermaster J. B. Zimmerman, in charge of the recruiting station at Sioux City, Iowa, a sub-station of the Omaha, Nebraska, office, tells of an incident of this kind and gives his own experience in meeting the untruths scattered by a man who was found unfit to associate with the men of the Service. Shipmate Zimmerman's story is as follows:

"After reading your article, 'Discharged Without Honor,' in the December issue, I wish to say a few words on that subject myself.

"After the fleet returned from its remarkable and undeniably successful cruise, a number of bluejackets took advantage of the Navy Department's kindness and visited for a few days at home.

"Knowing, of course, that there was a recruiting office in this city, the first place in their rambles while reviewing the 'old burg' was to this office. Now as to being glad to see a man in uniform it is unnecessary for me to state further. As business was rather dull, and orders not against it, I closed down the office for a while and we proceeded to go for a short cruise around the town.

"We were passing down Fourth street, four abreast, and as free as the air, when I spotted another 'gob' standing across the street. Of course our attention was drawn to him at once. With a 'shipmate ahoy' we tacked and started in his direction to find out, if possible, who he was, what he was and where he was from.

"We came up from behind him and discovering there were no stars on his collar our curiosity was aroused. Of course he greeted us with a smile, but oh, that smile. He looked guilty at once and ashamed. In the course of the conversation we were unable to obtain his name but we found he had served on the U. S. S. Nebraska. Answering an inquiry concerning his discharge he stated his time was up. We soon found he did not care to get acquainted so we moved down the streets and let him pass from our minds.

"Several weeks after that I met the same fellow again. He was still in uniform and his clothes apparently had never seen water. My attempt to talk with him was again fruitless as he shoved off as soon as I spoke.

"During this time this man had been circulating stories to the effect that while in the Service he had been abused by the officers and men and had intimated that if he was forced to go in the Navy again it would sure mean death, as he was unable to stand the punishments handed out for trivial offenses. From that time I made up my mind that I would find out who he was and what kind of a discharge he had been paid off with. Several persons in the city had spoken to me about the man and the stories he was telling and I was unable to give them any information.

"Well, it took quite a time to get his correct name and all, but I did finally and wrote the Department requesting his service and also the kind of a discharge he was entitled to. The letter was dated from this city August 26, 1909, and on August 31, 1909, the following endorsement was attached to the original and returned to this office.

Department of the Navy,
Bureau of Navigation,
Washington, D. C.

1. The Chief of Bureau directs me to state that F—— G——, Ord. Sea., was discharged from the U. S. S. Nebraska, Feb. 22, 1909, by sentence of a Summary Court Martial with a bad conduct discharge.

W. R. Shoemaker, Commander, U. S. N.

"This is a good example of what a man—discharged from the Service on account of his own bad character—can do in regard to ruining the Navy's name. He made it appear that he had been persecuted and that the Navy was worse than a prison or reform school."

* * * *

Need of larger drydocks for the Navy is the keynote of the annual report of the chief constructor of the Navy. He urges the building of several large drydocks on the East coast, and suggests that Congress help private concerns which desire to erect large docks. He states that Bremerton and Pearl Harbor will be the only places on the West coast where the largest ships of war could be docked.

Service Wit and Rhyme

"DITTY BOX" FLUBDUBS

The rose is red, the sky is blue, twenty-three and a lemon for you—Nares Harbor.

* * * *

"Of a truth," said Kelly, as he woke up one morning in the market at Honolulu. "I believe I am shy something." He was, his watch and his money.

* * * *

Cy Morgan stood on the burning deck,
His chin was full of whiskers.
The flames burst up and burnt his chin
But he saved his whiskers for they were thin.

* * * *

While the ships were alongside the dock in Bremerton a promising young sailor on the Colorado was accosted by a visitor from the rural districts: "Say, sonnie," he said, "what be those rings painted around the chimneys for?" "Oh, that's the official baseball score," said the salty one. "Every time the Collie wins a game she gets a new stripe."

THE "LIBERTY BELL."

Well, if the West Virginia received a new ring for every game won this season she would look like a zebra.

"THE DITTY BOX."

* * * *

One of the most amusing incidents of the Neptune initiation ceremonies was the Salome dance and song of Charlie Newton, alias "Little Nemo." Stripped to the waist and painted red, he made a striking appearance as he was introduced to the court. As soon as he finished the Salome dance he began to sing. He had hardly emitted three silvery notes when one of the court attendants shoved a brushful of molasses and oil in his mouth and "Little Nemo's" song ended in a gurgle. After being covered with barber's lather he was turned over to the tender mercies of the bears in the tank.

* * * *

We don't know who perpetrated this joke or who it is on—that is, we know, but we won't say. It was during the noon hour and the Idaho was laying alongside the League Island Navy Yard dock in the Delaware river.

"Down below, there," came the call from the quarter deck. "Up on deck and see the Delaware. She's going by now."

Hastily deserting a hot lunch, a full division rushed to the top side to see Uncle Sam's latest fighting ship and "Dreadnaught," but no such sight greeted their anxious eyes.

"Where away?" cried a chorus of voices, eagerly.

"Why there. Can't you see all that water. The Delaware has been going by for some time," chortled the joker—and the second division holystoned the quarter deck all afternoon cleaning up the mess.

"THE IDAHO SEARCHLIGHT."

* * * *

To be a sailor for Uncle Sam,
Certainly is quite a gamble,
You only have to be a man
And qualify as a camel.

"THE DITTY BOX."

* * * *

The following pleasantry by the Denver (Colo.), Republican, is a striking example of the adage that "things spoken in jest are sometimes more than half truth." We agree with that paper that it is better to be a sailor than a soldier and go one further. It is better to be a sailor than a civilian. The Republican states:

> Tolstoi appeals to people everywhere to refuse to serve as soldiers. All right. A job in the Navy is better, anyway.

* * * *

A recruit from inland had been aboard the receiving ship two days. Uniforms were rather confusing to him so he saluted every one not in bluejacket's clothes. He touched his cap to the marine sentry about twenty times one morning much to the amusement of a bunch of onlookers. Finally some one told him marines need not be saluted and let him know that the whole ship's company were laughing at him because he had been so respectful to the marine sentry.

The next morning a dapper marine lieutenant was taking his stroll on the upper deck. He passed the recruit who stared open faced at him and laughed.

"Don't you know enough to salute an officer?" the lieutenant queried.

"Aw nix, now, nix," was the startling reply. "I'm wise to you leathernecks. Keep rolling."

* * * *

An apprentice seaman was being paid off for physical disability. He had been in the service a month. A yeoman was asking him questions concerning the discharge. The recruit was answering "yes, sir" and "no, sir," very respectfully. When the yeoman finished with him and dismissed him the recruit turned to a lieutenant who had been listening and said:

"Say, how's chances for a pill?"

It is needless to say he did not smoke.

* * * *

Some men come in the Navy because they are ambitious; some to quiet their wanderlust; some out of devotion to their country and also an honest few come because the red pennant is hoisted so regularly.

* * * *

Treat your shipmate kindly. Who knows, some day he may get his commission and in time become your skipper. Then you can brace him for a detail as submarine cook or coxswain of the ash hoist.

* * * *

A young lady was being escorted over the ship by a gallant man-o'-wars-man. "Oh, my," she exclaimed, when she noticed the bridge. "What a love of a front porch you have."

* * * *

Some people try,
But their wits are shy,
When it comes to penning a verse.
They write off some lines,
Change them ten times,
Now this, don't you think, could be worse.

* * * *

Many men say that they "hit the beach" when it looks as if the beach had hit them.

* * * *

O'er the deck he came a slipping,
O'er the hatchway gently tripping,
Showing signs of too much tippling,
Of a liquor we call wine.

In his head their was a rapping,
Like a thousand hands a clapping,
And he felt like—well like napping,
None of this comes in a stein.

* * * *

Modern sea dogs as represented by the training station product sometimes bark loud but bite sparingly.

* * * *

A nod, a look, a glance of an eye,
And some poor "gob" is money shy.

* * * *

Bumboater's delight—Pay Day.

A bluejacket's prayer mat—The Holy Stone.

A politician—Keeper of the Hammock Ladder Hoist.

When deck courts were first inaugurated, a recruit from east New York was awarded one.

"Guilty or not guilty?" the recorder said after reading the specification.

"Judge, your honor, I," the recruit started.

"Here, hold on," the court interrupted. "This is not a police court."

* * * *

A KNOCKER'S LAMENT

(Reply to "Call of the Sea," by A. F. S.)

I have read with great amusement,
The sad plight of Robert Bruce,
Whose imaginary troubles
He persists to introduce.
Can't some one suggest a method
To alleviate his stress?
He is in a grave predic'ment
That will surely be his death.
I implore dear Uncle Sammy,
Please to act without delay,
And dispatch our chronic "knocker"
To the place he feign would stay.
Send him! Yes, oh please do send him!
With unceremonious grace,
To some God-forsaken country,
Where he'll soon begin to meditate
About the land he roundly "roasted,"
And his thrice bad present fate.
Then this poor misguided creature,
Will retract the rash words said,
And be glad to plead most humbly,
With the good Department head,
E're he finds himself within an ace
Of being almost dead,
Please to send him to that mirthless (?) berg
Far beyond the deep blue sea,
"Where the sun comes out at morn
'Stead of blinkin' and a shrinkin'
From the fog bells and the horns."

* * * *

Here's to dear old San Francisco,
Loved by all who come and see,
Where the sunshine and the flowers
Greet the eye where e'er you be.
Situated at the gateway
Of the Golden West,
Where the weary footsore traveler,
Is content to muse and rest,
"Where the sunshine warms the sand
And no drizzily misty weather
Puts the "rheumy" in my hand."
Now, my good friend Robert Bruce,
Your poetic talent use
Just along the simple little lines of
Boost, don't knock!

THE POSTMASTER, THE "GOB" AND THE GIRL

By Alfred E. Bennett

It came to pass, a charming lass
Sat bravely down and wrote
A young "Gob-shyte" she met one night,
A cunning little note.
"I am afraid," she said, "you made
A sure-nuff hit with me,
These poky cits, they give me fits,
But, oh, you Gob," says she.
"If you will meet me on the street,
At Sixth and Market, say,
We'll have a walk and little talk
At eight, next Saturday."
Then with a kiss, the little Miss
Sealed up this billet-doux.
"You handsome scamp," beneath the stamp,
She penned, "I'll fall to you."
When she did that, pit-pat-a-pat,
Her heart beat in a hurry;
And throbbed no less, at the address:
"H. Smith, U. S. S. Perry."

Oh, a sailor may be green,
Or a sailor may be mean;
And a sailor's always naughty without fail;
But the smallest thing alive,
Is a P. M. who'll contrive,
To hold, or lose, or queer a sailor's mail.

This Henry Smith was taken with
The love-bug good and strong,
His heart was full of un-slung "Bull,"
And thrilled with gladsome song.
He laughed at fate, and strove to wait,
Serene and patiently.
The promised line, from "Baby mine,"
His new affinity.
Then day by day, H. Smith would say,
When "Mail-o" call rang out;
"Please, matey, see 's there one for me"
Afraid to hang about.
But all in vain, the inward pain,
Grew greater day by day,
And then forthwith, this Henry Smith,
Began to pine away.
The maiden grew despondent,
O'er her tardy correspondent,
While the Postmaster held up the note and smiled;
And poor H. Smith, the sailor,
Grew each day a little paler,
'Til his Form N., or death report they filed.
Now the sudden, sad, demise,
Of the sailor in this wise,
(Coming as it did) was such a fright,
That it got his shipmates' goat,
And this little verse they wrote,
To put upon his tomb so pure and white:

"Henry Smith was bold and bad,
Same as any sailor lad;
An' we're glad he's safe outside the pale,
Of the snide politicaster,
Sometimes known as a Postmaster,
Who would hold, or lose, or queer a sailor's mail."

* * * *

ONE C——— Y———

For fear you might think this tale is true,
I merely mention it to you,
I write for dimes,
And must have rhymes.

G. Nottington Dubbins, C. Y.,
Was writer to "blind" Skipper Nye.
He favored the crew, but twixt me an' you,
'is 'elpin's came turrible 'igh.

G. Nottington Dubbins, C. Y.,
Was knowin' when ratin's was nigh,
'e'd whisper "come thru" or else ('e'll) renew,
Which was true if your pay day was shy.

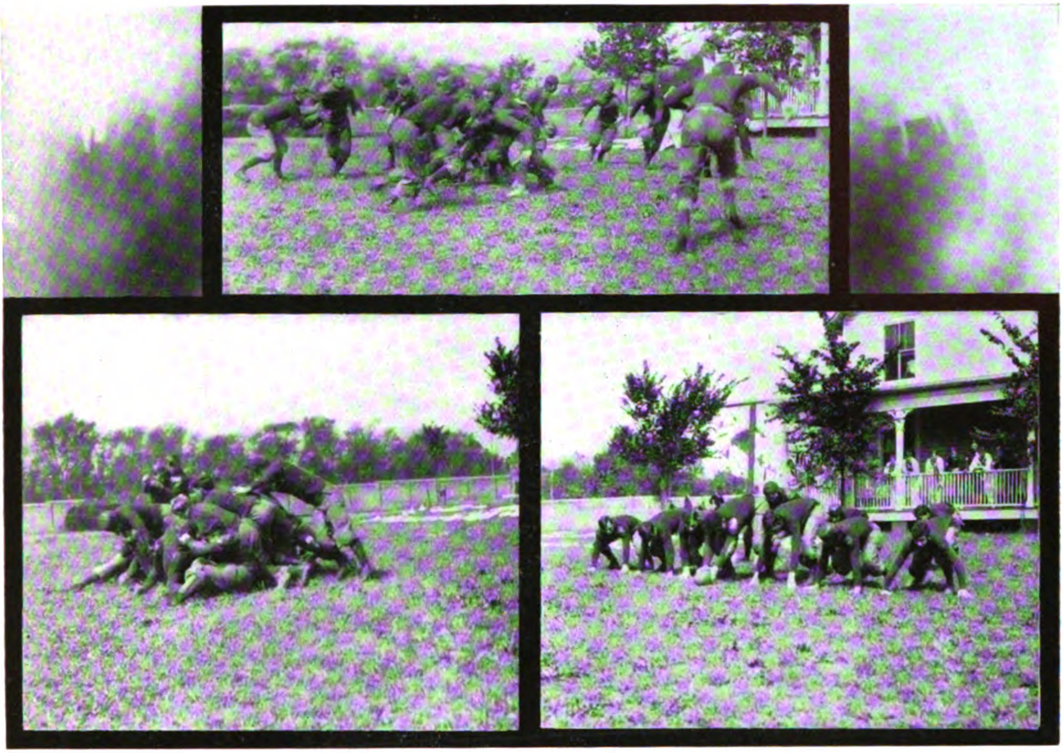
G. Nottington Dubbins, C. Y.,
Had a list in his lar-a-board eye,
'e'd use "one and two," make your record look new,
Providin' you slipped him a fi'e.

G. Nottington Dubbins, C. Y.,
Was tremendous, amazin' sly,
'e'd never been cot, tho 'e'd offen been bot,
By those who were willin' to buy.

G. Nottington Dubbins, C. Y.,
Seldom knew but allus would try,
To land for a 'gob,' who'd pay for the job,
Some billet where workin' was shy.

G. Nottington Dubbins, C. Y.,
Once tippled too much with the rye,
That's 'ow I learns of the twistin's and turns,
Of Nottington Dubbins, C. Y.

Robert Bruce.



Football Team of Seaman Gunner Class Practicing

MISREPRESENTATIONS

It seems impossible for bluejackets—and probably every other class of men—to get square treatment in the daily newspapers. Things of no import are magnified and distorted and placed before the general public in such a way that a wrong and very detrimental impression is left. Every newspaper does this at some time. Some newspapers do it regularly.

The "Honolulu Advertiser" is one of the latter class. It apparently delights in spreading broadcast semi-sensational news based wholly or partially on imagination. This little paper, however, would cause very few bluejackets to grumble at misrepresentations. Its circulation is limited and hardly any one outside the Hawaiian Islands reads it. The "Advertiser" comes to a few Pacific coast papers in exchange, and that is the worst damage it can do.

In a way there is an excuse for Honolulu papers to make big glaring stories out of trivial things. That little city is somewhat off the line of news and the newspapers there are wholly local except a few short cables and week-old stuff clipped from San Francisco papers. So when a few bluejackets out of several hundred become intoxicated, we must excuse the imaginative reporter on the grounds that news was scarce and jobs necessary to hold. The West Virginia Ditty Box treats the "Advertiser" in less generous tones. It states:

> We wish to correct a statement made by a bonehead reporter of the Honolulu Advertiser in their issue of September 27th. The statement is as follows:
>
> "Liquor of every brand was purchasable yesterday by bluejackets and the result was that the town was filled with half-intoxicated men."
>
> A bigger hot air story was never published than this same statement and we are inclined to believe that the writer of the same must have been full at the time he wrote it.
>
> Everybody knows Honolulu is nothing but a provincial burg, but we did not think that a few intoxicated men would cause such an uproar. When four thousand men are turned loose in a dry town it's a cinch that some will fall by the wayside in an endeavor to fill up once they get a chance at some liquid refreshments. To be entirely frank, there were only about fifteen intoxicated men arrested by the patrol on the Sunday in question, a very good record considering the number of men ashore at the time. What a howl went up from some of the namby pamby residents when they learned that

some of the boys actually got beer from the brewery Sunday morning! Yet these same people have been scheming for the last five months how best to rid the boys of their money once pay day came around. If these same people had taken the trouble to look around a little more they would have seen the majority of the men enjoying themselves in a decent, respectable way, but, as we said before, one can't expect any more from a provincial burg like Honomalooloo.

We doubt very much if two thousand citizens of Honolulu can make any such showing as that. It is pretty poor policy to knock the men of the fleet in such a manner, but from past experiences we have noticed that the paper referred to has not been noted for its broad-mindedness in describing the actions of the men while on liberty.

* * * *

TEMPORARY COMMISSIONS

The Navy Department is considering the advisability of issuing temporary commissions to all officers of the pay corps, civil engineers and marine officers appointed from civil life or from the ranks. A similar scheme is now in operation in the medical corps of the Navy.

The plan is to issue a six months' commission and at the end of that probationary period to hold the final examinations of the candidate and decide then whether he will make a proficient officer for the Navy. It is thought that in this way a higher standard of efficiency can be established in the civilian branches.

* * * *

ACCIDENT DELAYS SHIP

A curious accident has delayed the delivery of the torpedo boat Lamson to the United States Government. For some reason the several blades on the Parson's turbines have been stripped, so that the vessel is unable to go on her official trials. The Lamson was to be tried in November, but now she may linger until January before trial and acceptance by the Navy Department.

The ship was built by William Cramp & Sons of Philadelphia. The torpedo boat was run from the shipbuilding yards to the League Island Navy Yard and docked preparatory to her runs off the Atlantic coast. A peculiar humming was heard about her machinery and investigation showed that the propeller blades were stripped.

* * * *

The Iris, parent ship to the Pacific torpedo flotilla, will report to Mare Island late in December for a general overhauling, after a bad shake-up off San Diego harbor. The Iris encountered some extremely rough weather on her trip south.

BATTLESHIPS COLLIDE

The battleships Georgia and Nebraska collided on the afternoon of December 10th, while engaged in tactical maneuvers on the Southern Drill Grounds, off the Virginia capes, according to press dispatches. No damage other than the straining of rivets and plates was done.

A court of inquiry has been called to determine the cause of the accident. Captain J. F. Newton commanded the Nebraska and Commander A. H. Davis was in charge of the Georgia. Rear Admiral Comley, commander of the third division of the Atlantic fleet, was also aboard the Georgia.

* * * *

The largest and most powerful gun ever built for the United States Navy has arrived at the Washington Navy Yard. The new gun is a 14-inch piece, 53½ feet long and discharges a 1,400-pound shell with a normal charge of 363 pounds of smokeless powder. Its range is twenty-five miles, and at this distance the shell could pierce a 11-inch belt of Krupp steel and could pierce the armor plate of the heaviest battleship afloat. The gun weighs sixty-three tons. Every shot fired will cost $500. This new type of guns is introduced to replace the present 12-inch guns in the turret of the new battleship.

* * * *

Ernest Alexander, a mess attendant at Mare Island, made two ineffectual attempts to commit suicide before being placed in the emergency hospital. He evidenced a further determination of doing away with himself by seeking to grab a poison that was in the medicine cabinet.

Alexander purchased five cartridge shells from a hardware firm and asked to borrow a revolver, stating that he would return it in a few minutes. The clerk became suspicious and refused to lend him a pistol. It is presumed that he had planned taking his life with the aid of the revolver.

* * * *

Two floating dry docks to cost $1,750,000 each are planned by members of the Senate who favor such docks. One is intended for the Pacific Coast and one for the Atlantic. The Navy has one dry dock, the Dewey, at Olongapo at present and it is doubtful if any more of these will be constructed, although the Dewey has been a success. The docking of the large cruisers at Olongapo may cause a revision of this sentiment against floating dry docks.

FIVE MEN LOST

Five men from the U. S. S. Marietta disappeared in a whaleboat on the night of November 26th, at Port Limon, in Central America, and are supposed to have been swept to sea. Two whaleboats left the ship for a race. A strong out-shore breeze arose and both were carried out. One whaleboat landed and the men were found two days later. The missing men are:

Robert L. Mayers, BM2"c.
Roy E. Smith, BM2"c.
Francis S. Jackson, seaman.
David Tuckerman, seaman.
James D. Miller, seaman.

* * * *

MILITIA GETS MARBLEHEAD

The U. S. S. Marblehead, which it was thought would go into commission and relieve the smaller vessels in Central American waters, is slated for the California Naval Militia to replace the Alert, which has been the home of that organization for several years.

Information to this effect was received from Washington by the members of the reserve, who were much delighted at the announcement. It is said that the report made by Lieutenant Commander C. C. Fewell, U. S. N., of the last cruise on the Alert had much to do in bringing the new order.

It was principally because the Alert was so slow that the reserve was never able to get anywhere and back within the two weeks of the summer cruise that the new cruiser was sought.

It had been the custom to start from San Francisco on the annual cruise, going first to Santa Cruz, where the Santa Cruz division was picked up, then to Santa Barbara, then to San Pedro, where the Los Angeles division was taken on board, and then to San Diego. By that time it was about all the Alert could do to get home within the two weeks. There is a division at Eureka, but the Alert never got around to that body.

With the Marblehead it will be different. We will be able to get the Eureka division, and then have time to go north to British Columbia, or it may be that some year we may make a cruise to Honolulu.

The Marblehead was built at Boston and completed in 1894. She is a cruiser 257 feet in length, and 37 feet beam, mounting ten 6-inch guns, six 6-pounders and two 1-pounders. She is fitted for a complement of 248 men, and made eighteen and a fraction knots at her trial trip. She should be able to make from twelve to fourteen knots with comfort on longer cruises, and the Naval Reserve will be greatly benefited by the change from the Alert.

The interest manifested at Washington in the Naval Reserve of California shows that the Government is devoting the same attention to this branch of the service as to the coast artillery of the State militia.

Plans are being made for the annual two weeks' cruise in July, and the Marblehead will also be used for the fortnightly cruises on Sundays during the summer.

* * * *

The following officers of the Navy are due to retire for age during the year 1910:

Rear Admiral William W. Kimball, January 9th.
Chief Carpenter L. L. Martin, January 13th.
Chief Carpenter W. A. Barry, February 4th.
Chief Gunner A. A. Phelps, February 11th.
Rear Admiral Uriel Sebree, February 20th.
Medical Director George E. H. Harmon, March 5th.
Rear Admiral William Swift, March 17th.
Rear Admiral James D. Adams, May 4th.
*Rear Admiral Adolph Marix, May 10th.
*Capt. Albert C. Dillingham, June 3d.
*Rear Admiral John A. Rodgers, July 26th.
Pharmacist J. H. Graham, September 1st.
*Capt. C. P. Rees, September 4th.
Rear Admiral Albert G. Berry, September 16th.
Chaplain D. H. Tribou, September 16th.
Rear Admiral Herbert Winslow, September 22d.
Medical Director John C. Wise, October 7th.
Capt. John B. Milton, October 20th.
Civil Engineer U. S. G. White, October 20th.
Rear Admiral Thomas S. Phelps, November 7th.
Rear Admiral C. H. Arnold, November 14th.

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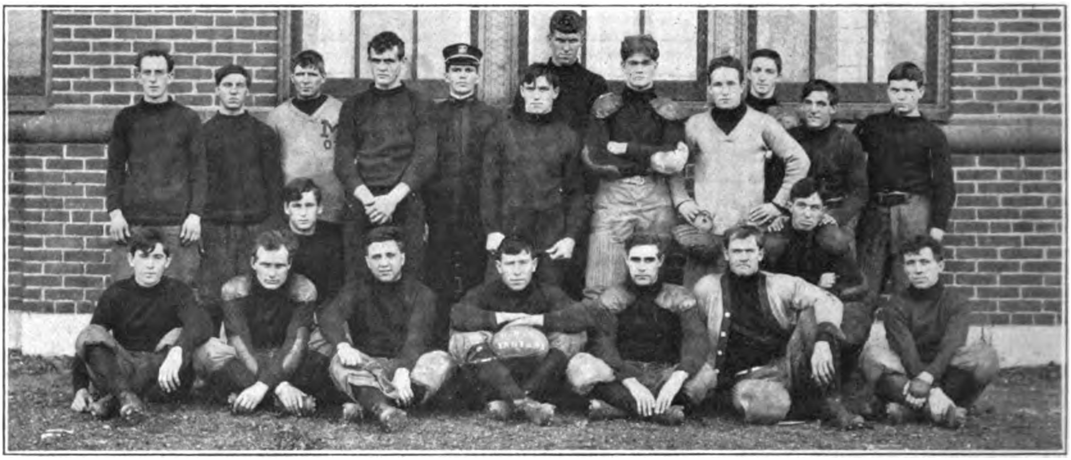
*Additional number in grade and retirement creates no vacancy.

* * * *

Technology's Naval architectural department is about to undertake an important step in regard to the propulsion of ships. A model of the U. S. S. Manning, 45 feet long, is now being constructed, and will be equipped with engines for testing purposes. The department has been promised the use of the model basin at the Washington Navy Yard, and while the engine and model are building will work on a 20-foot model with a 16-inch propeller.



Football Team of the U. S. S. Indiana

INCREASE ENLISTED FORCE

Secretary Meyer is thinking of increasing the enlisted force of the Navy by 3,000 men, making an aggregate authorized numerical strength of 47,500. The enlistment is now within about 1,000 of the present authorized force of 44,500. It is a question whether it is advisable to ask Congress to make provision for extra enlisted men in view of the determination to cut down all military-naval appropriations for the next fiscal year. The authority to make the increase will mean little unless there is an increase in the appropriation for pay of the enlisted force.

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NEW SUBMARINE RECORD

The submarine Octopus, which has been secretly working out problems of under-sea fighting in the waters of Narragansett Bay, in conjunction with the tender Nina, has created a record by remaining in northern waters so late in the year, when the temperature of the sea is near the freezing point. Electric heating apparatus, a new feature on submarines, has made this possible.

The Octopus has almost completed her work and will leave shortly with her tender for Charleston, S. C., for the winter.

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DESERTER OUTWITS POLICE

Fred H. Brokaw, deserted from the U. S. S. Pensacola, has the distinction of being clever enough to outwit the officials of two police departments.

Brokaw was apprehended by the Los Angeles police and brought to San Francisco by a special officer. While awaiting for the tug to take them to the training station, the officer became well acquainted with his prisoner and proposed that they spend their time at one of the theaters, Brokaw paying the bill. They went and stayed so late it became necessary to remain in San Francisco until the following morning.

The police officer went to the Winchester Hotel and placed Brokaw in a room. He then went to the office to deposit some valuables before retiring. When he returned to the room Brokaw had disappeared and has since not been located. The San Francisco police were immediately notified, but were unable to locate the deserter.

Brokaw was reputed to be the son of a wealthy lumber dealer in Oregon. He came in the Navy because his father was tired making good the checks the young man was in the habit of issuing without the proper authority. Life in the Navy did not suit him, so he deserted. It is always the case that a man who has not the required stamina to make a good decent bluejacket, has learned his criminal habits before he came in the service. The Navy is not anxious to have Brokaw enrolled as one of its members again. He is welcome to his citizenless liberty.

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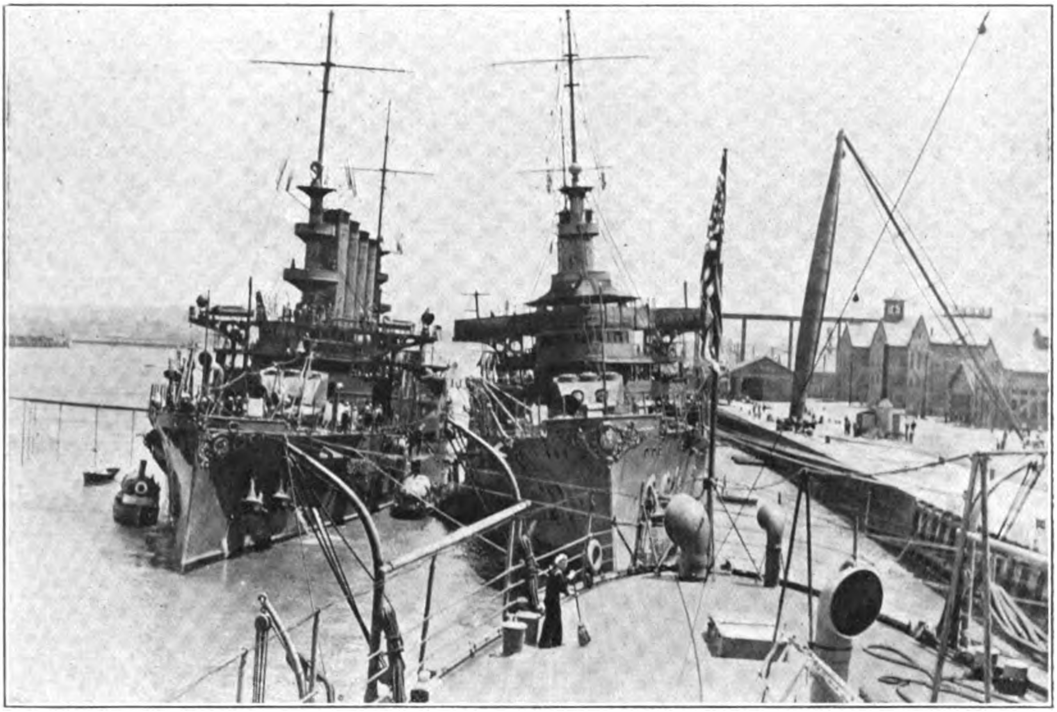
REVIVE VICE ADMIRAL GRADE

Tired of having American Naval officers take a back seat at functions of international character, Rear Admiral Potter, aide of personnel to the Secretary of the Navy, wants Congress to revive the rank of vice admiral.

"In foreign navies there are three distinct grades which are above the rank of rear admiral," argues Admiral Potter, "and it invariably happens that in all international assemblages of men of war the officer in command of the U. S. fleet is outranked by a foreigner."

UNIV. OF CALIFORNIA



The California and West Virginia at Navy Yard, Mare Island, California

EXCELLENT MILITARY RECORD

H. Ishler, of Elizabethtown, Pa., recently applied for enlistment as apprentice seaman, being but 16 years of age. He already has five brothers in the Army and Navy; his father and grandfather were in the Civil War; his great-grandfather served in the Mexican War; his great-great-grandfather served in the Revolutionary War. His next older brother, W. R. Ishler, has just been paid off, after having cruised 64,409 miles, during which time he crossed the equator six times.

It is doubtful if another family could furnish as good a military record.

* * * *

NEED DOCKS ON PACIFIC

The importance of the Pacific coast is well evidenced by a statement of the Secretary of the Navy. He says:

"Our docking and repair facilities on the Pacific coast are now scarcely adequate for the Naval force there. The Pacific ocean is growing in importance and, with the opening of the Panama Canal, will undoubtedly become the scene of greater commercial and Naval activity. An increase in the facilities on the Pacific coast for coaling, docking, and repair of Naval vessels is therefore a matter requiring action in the near future."

BIG SHIPS FOR MIDDIES

For the first time in the history of the United States Naval Academy, midshipmen will have the use next summer of three battleships for their annual practice cruise. Acting Secretary Winthrop of the Navy Department assigned the Iowa, the Indiana and the Massachusetts for this service. The use of battleships in place of the much smaller craft usually assigned to the midshipmen, will enable the embryo officers to make a long sea cruise. Mediterranean ports will be probably visited on the next cruise, which will take place in the three months after the graduating exercises in June.

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The United States Government owns and operates more than 632 vessels other than the ones in the regular Navy. The War Department, Treasury Department, Interior Department and in fact, all departments of the Government own some. The revenue service under the Treasury Department is itself larger than the Navies of a great number of countries. The Army has also a good sized fleet of craft, easily converted into gunboats and scouts.

YEOMAN SCHOOLS

In the rush to better the equipment and personnel of the Navy, a well-intentioned department has overlooked the yeoman branch. This corps has expanded rapidly within the last few years, yet the method of selection and training has retrograded.

The duties of a yeoman are not particularly arduous in a manual sense. With a goodly amount of clerical ability, intermixed with some accuracy, speed and common sense, a man can become a good yeoman, but if the training given in the so-called "yeoman schools" is to be depended upon, the Navy will be burdened with a poor clerk.

Yeoman schools are conducted at Norfolk, San Francisco and Newport. A chief yeoman is assigned to instruct the landsmen. He is given a set of instructions and then told to run the school the best way he can. Sometimes he is a success and sometimes the reverse. He makes reports daily, weekly, monthly and quarterly. These reports go somewhere, are filed, and there the business ends. The entire present system depends upon the ability of the chief yeoman as an instructor, and as most men are not good teachers, the landsmen generally receive a poor quality of instruction while attending a yeoman school.

When a man is enlisted as landsman for yeoman, he is supposed to have had clerical experience. He must write a legible hand and be a competent typewriter. After qualifying at a yeoman school, he is rated and sent to service.

On paper, this looks very well, but the application is rather different. Three things conspire to thwart the purpose of the department in saying that a yeoman must write a legible hand; must be a competent typewriter, and must have had some clerical experience previous to enlistment. The first is the present yeoman school. The second is lack of interest in prospective recruits by the recruiting officer, and the third, a mistaken belief that is prevalent in the service that a yeoman's billet is what is popularly termed a "snap."

Of these three, the yeoman school could do the most toward raising the standard in the yeoman branch. The present time—from three to four months—allowed a landsman to qualify, is too short. No man, however good he may be, can familiarize himself with Naval forms and Naval procedure in four months. But even this time could be more profitably spent.

Every officer and every yeoman in charge of an office dreads the day he is to receive a new yeoman from a yeoman school. Some say, because the new men are inexperienced, but ask any chief yeoman who has had two or three to break in, and his answer will be: "Because I must first make him unlearn what he was taught in the yeoman school." That answer has been given hundreds of times by chief yeomen, and there must be causes.

After enlistment and arrival on a receiving ship, or, after an application to change his rating from the deck to yeoman has been approved, the new man is sent to the chief yeoman in charge of the school and deposited amid a mass of papers, forms and such, and expected to progress. In most cases the chief in charge has but scant time to devote to the individual. He serves out so many forms a day, gives a brief explanation of some of them, and the class starts work. Each man is started with the class in the subject the class is in. There is no attempt to figure out a proper starting for the instruction and start every man at one place.

After three months of hurried writing of forms and instructions, which are extracts from the blue book and some explanation of papers and returns, the recruit is allowed a week or so to "bone," and then examined for his rating. How some men get through with any sort of an examination is a question, but it remains that the men who are sent to service must, in nine cases out of ten, be forced to not only learn anew, but to put aside what knowledge was gathered in the school, as it is most generally at fault.

Then typewriting has come to be a scarcity. Most yeomen can "pound the keys" and make some sort of a letter, but very few men know anything more about their machines than the name of the makers. Out of five yeomen in one office, but one was able to remove the carriage from the machine, and not one could clean the keys properly. These certainly were not competent typewriters. The typewriting examination to qualify as a yeoman is quite a joke, and more than one "champion one-finger artist" has qualified with excellent grades.

Six months should be the time that men are retained in the yeoman school and then every one sent to service should be third class, and the present system of making a second class yeoman out of a dunce, just because he can write 60 words shorthand a minute, discarded. After the first four months that man could be rated and then given two months in some department in order that he might be familiar with the work for which he is best fitted.

There need not be much of a change in the first three months of the yeoman school work. Every man entering the school could make that mass of forms and instructions now required, but after that time he should be gathering a fair knowledge of what some of his future duties would be. He should then be sent to an executive, pay, equipment, or commanding office, in charge of a competent chief yeoman, and made to conduct the business of that office just as if he was yeoman aboard a ship. It is useless to attempt to train men by placing numbers of them in the offices of the receiving ship and station. Some will gather experience this way, but the majority will not. Model offices would accomplish nearly as much and far more than the present system.

Four offices would be sufficient. Commanding, executive, pay and equipment. Men could qualify in the general school and then be sent to one of the four offices to specialize and fit himself for that particular kind of duty. It is absurd to think just because a man is a good executive yeoman, he will make a good pay yeoman and so forth. These changes would make much better yeomen, and be a real help to the service.

* * * *

TO CONSIDER LARGE GUN

The designers of naval vessels are awaiting with much interest the results of the trial of the first 14-inch gun, which is being built at the Midvale Steel Works, near Philadelphia, and will be tested at the Naval proving grounds, at Indian Head, early in January. By that time the Naval officials will probably know something of the intention of Congress in regard to increase of the Navy. The recommendation of Secretary Meyer will probably be in favor of two battleships, since that is the advice given him by the Naval general board and the board on construction.

The experts differ regarding the main battery of the great battleship to be designed. A conservative view is in favor of duplicating the ships for which contracts have just been made—that is, 26,000 tons displacement, with twelve 12-inch guns. The same size of ship could be built to carry ten 14-inch guns, but it is a question whether it is not more advantageous in a naval engagement to have twelve 12-inch instead of ten 14-inch guns. The alternative which is favored by some progressive officers is a 30,000-ton battleship, such as has already been described in these dispatches, carrying twelve 14-inch guns. This would be the largest and most powerful battleship afloat or under design, so far as the Naval officers know.

There are many questions, however, which must be considered in this matter of design for the new battleship. It is not merely a question of power. Ships beyond a certain displacement bring into the problem the size of existing or projected drydocks, and at present there is no drydock under construction or in existence which would take in the 30,000-ton battleship.

The drydocks now being built, notably the one at the Puget Sound Navy Yard, and the new Naval Station at Pearl Harbor, in the Hawaiian Islands, are so designed that they may be extended in length, but some of the experts maintain that the length of a dock is by no means a factor to be considered. A 30,000-ton battleship which has been disabled in an engagement would, of course, go to the dock with much greater draft than the normal, and it might not be easy to patch up such a ship and fit her out so as to enable her to go over the sill of the dock.

Still another feature which must be considered is the width of the locks of the Panama Canal, which have been designed for 110 feet on the advice of the Naval general board. This board was consulted by the engineers of the canal when the possibilities of battleship increase for some time to come were taken into consideration. Already there is a prospect of a 30,000-ton battleship with its beam close to 100 feet. It is significant, the Naval officers say, that the German Government is now rebuilding the locks of the Kaiser Wilhelm Canal so as to widen them for military purposes, from 90 to 147 feet.

In the matter of battery for the new ships, no doubt is entertained by the Naval ordnance officers regarding the superiority of the 14-inch as compared with the 12-inch gun. It will throw a greater weight of metal in the form of projectiles and will have a correspondingly greater range, thus enabling a battleship so armed to do damage to an enemy having only 12-inch guns, and keep out of the range of the latter. That is the prime consideration, and it is a question which no one has decided, whether, under these conditions, ten 14-inch guns would or would not be a more effective battery than twelve 12-inch guns.

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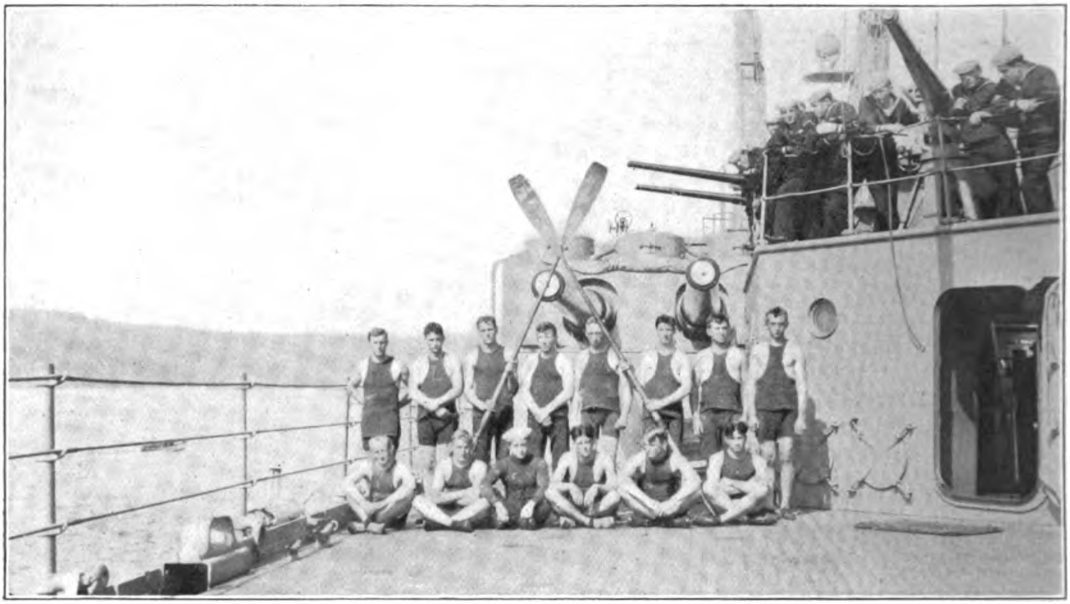
Los Angeles commercial organizations have started a movement to have the next cruiser built by the Government named Los Angeles. The practice of building cruisers, except scouts and armored cruisers, which are named after States, has almost discontinued.



Champion Rowing Crew of the U. S. S. Louisiana

THE BATTLE IN THE NIGHT

The waves are frosting in the searchlight's glare,
Reaching their arms on high, and failing there
Roll on and leap anew with sweep and sway.

The chill wind sobs, and done with sobbing, sighs
Voicing the ocean's woe and hungering cries
For souls to join "The Silent Watch Below."

And still the fighting ships steam on and on;
Ready, alert but heedless of sea or storm,
For a deadlier foe is lurking in the night.

The gun crews, at their stations anxious wait,
But for the word to turn lose hell and hate;
Snuff out the lives of men even as they.

On the bridge, with aid of glass and light,
The lookouts peer into the stygean night
With eyes that see in every swell a foe.

What is that object off our starb'd beam?
Searchlight "three" train up, train left, focus your gleam,
Quick, bugler, sound the call, now ready, fire.

And sharp, concise, the bark of "three-inch" guns
All along the line the signal runs,
"Play lights all about and fire as you will."

Then the "sixes" start to sweep the sea,
Dealing death on windward and on lea,
Blocking the torpedo fleet's mad dash.

Ah! What is that off there, a battle fleet?
On they come and on only to meet
Broadside on broadside of swiftly flying steel.

The great guns roar, shells whistle in the air;
Through plate of steel and coffer dam they tear,
And dead men mark their path ere they are spent.

The seas run red with blood of foe and foe;
Sons of those who toil with hand and hoe;
And in their labor weld a nation's might.

For what are lives and what are ships of steel
When brave men breathe of powder fumes and feel
The bloodless, parching throat and maddening brain.

For God is on both sides, and both are right,
So how can either lose this holy fight?
And thinking thus they gladly go to death.

The fray is o'er, some ships are sinking fast,
Others went down fighting to the last.
Still o'er the seas the stars and stripes proudly wave.

Battle worn they sail back o'er the main;
A greatful people glory in their fame;
Fete them, dine them and ere the feast is done,
forget.

EDWIN F. BARRY.

* * * *

JUSTIN DISABLED

The Navy collier Justin, Captain Merriweather, from Magdalena bay, was towed into harbor by the steam schooner Yellowstone, which had found the Justin unable to come into port on account of having broken its tail shaft when off Pigeon Point. A stiff southeaster was blowing at the time the shaft was carried away, but by setting sail Captain Merriweather was able to keep steerage way on his vessel, which he sailed as far as the lightship. The Justin is not sparred for canvas and could not spread enough to be of any use except in just such a gale as was blowing. It was a fortunate coincidence that the Navy collier was going the same way as the wind, as tacking against it would have been out of the question.

* * * *

IDENTIFIED BY FINGER PRINTS

An unknown man at the Washington Asylum Hospital, Washington, D. C., supposed to be afflicted with aphasia, has been identified by means of finger prints as Harry S. Collins, seaman on the U. S. S. Virginia, who enlisted at Boston in January, 1909. He is twenty-two years old and formerly lived at Lowell, Mass. As soon as this identification was made the man was removed from the hospital to the Washington Navy Yard and kept under detention. A number of expert alienists had examined the man and failed to get from him any indication as to who he was.

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The French gunboat Argus was driven into a paddy field 600 yards from a river, at Maceo, China, in which it took shelter from a violent storm last month, and the Chinese farmers have demanded $7,000 compensation for the destruction of their rice crops by the gunboat. The Chinese insist also that the French sailors remove the little war craft from their rice fields.

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A 12-oar cutter race between crews from the Denver and Charleston, at Cavite, resulted in the Denver winning by several lengths. The Charleston has held the championship since she went to the Asiatic Station, until her defeat by the Denver.

Efforts are being made by the officials of Puget Sound Navy Yard to organize a Naval militia in Puget Sound. The members of such an organization would have exceptional opportunity to become versed in Naval craft.

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John Gallagher, chief water tender of the U. S. S. Atlanta, was drowned at Charleston, S. C., on the night of December 8th. His home address was Jersey City, N. J.

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Joseph E. Brown, master-at-arms, first class, was retired November 30, 1909, from the U. S. S. Wabash.

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John J. Lomelino, steward to commandant, U. S. S. Lancaster, was retired November 15, 1909.

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THE FRISCO FLEA

(Reconverted from "The Portsmouth Fly")

Oh, the fleas that live in Frisco
Are the worst that never flew;
They light upon your poor old back
And stick there for a few.
They bring along their hammers,
Also their steel-like drills,
And their feet they make elastic,
Jumping far with mighty thrills.

They make of every poor bare spot
A drilling ground, forsooth,
And the only thing they can not bite
Is, perhaps, a wisdom tooth.
You dive your hand inside your shirt
And madly scratch the place
Where that very hungry Frisco flea
Has dared to push his face;

But you didn't reckon with his nibs;
He loves you like a brother;
While you're manicuring on that spot
He quickly starts another.
Yes, these Frisco fleas are very fly,
And love men from our ships;
They lick the salt from off the Tars
And then they smack their lips.

There is no patent tanglefoot,
Nor yet, imported trap
Can fool this wily Frisco flea,
For he's always on the map.
From clothing soaked in pennyroyal
He gets a lovely jag,
Then hops right on that poor old neck
And shouts: **"You're it; I tag."**

THE ESS DEE.

The captain and wardroom officers of the U. S. S. Alert of the California Naval Militia, will give a banquet at the Palace Hotel, San Francisco, on the evening of January 19th.

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A contract for three-quarters of a million pounds of fresh meat has been let by the Navy Department to Swift & Company of Chicago, at approximately $82,000.

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It is reported that the cruiser Charleston, flagship of the second squadron of the Pacific fleet, is in need of extensive repairs and will come to this yard in a few months. It is stated that the Milwaukee will cross the Pacific to take the Charleston's place.

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One of the biggest official flag factories in the world is in the Brooklyn Navy Yard. Between 80 and 100 women work there all the year round making flags for the use of Uncle Sam's fighting ships. They use up 120,000 yards of bunting a year and fashion 418 different kinds of official flags. The flags cost $90,000 a year.

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Estimates as to the cost of necessary repairs on the gunboat Concord, now at Bremerton, show that it will cost $250,000 to place that ship in commission again. The department has taken no action in regard to the matter, and it is likely that the Government will refuse to expend this amount of money to repair the obsolete gunboat.

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The new drydock at Mare Island is nearing completion, and it is expected that January 1st will see it ready to receive the big cruisers of the Pacific fleet.

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MOVEMENTS OF VESSELS

The mail address of the Buffalo will be in care of the Postmaster, New York City, until further notice.

The Hartford, now at the Naval Academy, has been ordered to the Navy Yard, Norfolk, Va., for repairs. Upon the completion of repairs the vessel will return to Annapolis.

The Chicago, now at the Naval Academy, has been ordered to the Navy Yard, Philadelphia, Pa., to be placed out of commission.

The Dubuque and the Paducah, now at the Navy Yard, Portsmouth, N. H., will leave Portsmouth about January 1st for Guantanamo to resume their usual duty in West Indian waters.

The New York has been ordered detached from the Atlantic Fleet and ordered to the Navy Yard, Philadelphia, Pa., to be placed in reserve.

The Navajo has been ordered placed out of commission at the Navy Yard, Mare Island, Cal. When placed out of commission the vessel will resume her former status as yard tug at the Mare Island Yard.

The Destroyer Reid was placed in commission on December 3d, at the Navy Yard, Boston, Mass. When ready for sea, the Reid will proceed to the Navy Yard, Charleston, S. C.

The collier Prometheus has been ordered placed in service, January 15th, at the Navy Yard, Mare Island, Cal.

The submarines Cuttlefish and Viper were placed in reserve November 30th, at the Navy Yard, Charleston, S. C.

The orders directing the Vicksburg to proceed to the Atlantic Coast have been revoked. The vessel will remain in the Pacific for the present.

The destroyer Smith was placed in commission November 26th, at the Navy Yard, Philadelphia, Pa. When ready for sea the vessel will proceed to the Navy Yard, Charleston, S. C.

The Pacific Torpedo Fleet has been detached from duty with the Pacific Fleet.

The submarines Narwhal, Stingray, Tarpon, Bonita, and Grayling were placed in commission on November 23d, at the Navy Yard, Boston, Mass.

The Aileen was returned to the Department by the Naval Militia of the State of New York on November 18th, at the Navy Yard, New York.

The hospital ship Solace was placed in service November 20th, at the Navy Yard, Charleston, S. C. When ready for sea the Solace will be assigned to duty with the Atlantic Fleet.

The New Orleans, now at the Navy Yard, Mare Island, Cal., has been directed to proceed, when in all respects ready for sea, to Yokohama, Japan, via Honolulu and Guam, for duty with the Third Squadron, U. S. Pacific Fleet.

The Albany has been ordered to proceed to the Navy Yard, Mare Island, Cal., for docking. Upon completion of docking and when in all respects ready for sea the vessel will proceed to Yokohama, Japan, via Honolulu and Guam, for duty with the Third Squadron, U. S. Pacific Fleet.

The Denver and Galveston will leave the Asiatic station about January 1st and proceed, in company, to the west coast, and then proceed to their respective "home" yards, the Denver to Mare Island and the Galveston to Bremerton.

The Chattanooga and Cleveland will remain on the Asiatic station until next spring and then proceed to their respective "home" yards on the west coast.

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MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED DEC. 25, 1909

Ships marked * address care Postmaster, New York.

Ships marked ** address Pacific Station via San Francisco, Cal.

Name. Type. Tonnage At

*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Corinto.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Jolo, P. I.
**Arethusa, supply ship, 6,200 tons; San Francisco.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bailey, torpedo boat, 280 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Charleston.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle, torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; Hampton Roads.
*Blakeley, torpedo boat, 175 tons; Charleston.
**Buffalo, auxiliary, 6,000 tons; Panama.
*Bonita, submarine; Boston.
**California, armored cruiser, 13,680 tons; Yokohama.
**Callao, gunboat, 243 tons; Nimrod Sound.
*Castine, gunboat, 1,117 tons; Navy Yard, N. Y.
*Celtic, supply ship; Tompkinsville.
**Charleston, cruiser, 1st class, 9,700 tons; Hongkong.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser, 3,750 tons; Guantanamo.
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Annapolis.
**Cleveland, cruiser, 3d class, 3,200 tons; Hongkong.
**Colorado, armored cruiser, 13,680 tons; Kobe.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; Hampton Roads.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; South Drill Grounds.
*Cumberland, sailing ship; Newport.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Charleston.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; Mare Island.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class, 3,200 tons; Hongkong.
*Des Moines, cruiser, 3d class, 3,200 tons; Bluefield.
*Dixie, transport; Cristobal.
*Dolphin, gunboat, 1,486 tons; Cristobal.
*Dubuque, gunboat, 1,085 tons; Portsmouth, N. H.
*Dupont, torpedo boat, 165 tons; Charleston.
*Eagle, converted yacht; Cristobal.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
Flusser, torpedo boat destroyer; Charleston.
**Galveston, cruiser, 3d class, 3,200 tons; Hongkong.
*Georgia, battleship, 14,949 tons; Hampton Roads.
*Glacier, supply ship, 7,000 tons; Hong Kong.
**Goldsborough, torpedo boat, 255 tons; Mare Island.
**Grampus, submarine; Mare Island.
*Grayling, submarine, Boston.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,790 tons; Annapolis.
**Helena, gunboat, 1,392 tons; Nimrod Sound.
*Hist, converted yacht; Manzanillo.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Mare Island.
**Hull, torpedo boat destroyer, 408 tons; Mare Island.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; North River, N. Y.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; Hampton Roads.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; Mare Island.
*Louisiana, battleship, 16,000 tons; North River, N. Y.
*Macdonough, torpedo boat destroyer, 400 tons; Key West.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Port Limon.
**Maryland, armored cruiser, 13,680 tons; Kobe.
*Mayflower, converted yacht; Washington.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Cavite.
*Minnesota, battleship, 16,000 tons; Hampton Roads.
*Mississippi, battleship, 13,000 tons; Philadelphia.
*Missouri, battleship, 12,500 tons; Hampton Roads.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Norfolk.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Pensacola.
*Morris, torpedo boat, 105 tons; Sag Harbor.
*Narwhal, submarine; Boston.
**Nanshan, gunboat; Cavite.
*Nebraska, battleship, 14,949 tons; Navy Yard, N. Y.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; Hampton Roads.
*New Jersey, battleship, 14,948 tons; Hampton Roads.
*New York, cruiser, 8,150 tons; Philadelphia.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Norfolk.
*Octopus, submarine; Charleston.
*Ohio, battleship, 12,500 tons; Navy Yard, N. Y.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Portsmouth, N. H.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Southern Drill Grounds.
*Paul Jones, torpedo boat destroyer, 482 tons; Mare Island.
**Pennsylvania, armored cruiser, 13,680 tons; Hong Kong.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Mare Island.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Mare Island.
*Plunger, submarine; Charleston.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Charleston.
*Prairie, auxiliary, 6,620 tons; Cristobal.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
Princeton, gunboat, 1,010 tons; Corinto.
**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons; Olongapo.
Reid, torpedo boat destroyer, 700 tons; Charleston.
*Rhode Island, battleship, 14,498 tons; Hampton Roads.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; Hampton Roads.
*Samar, gunboat, 243 tons; Nimrod Sound.
*Scorpion, converted yacht; Constantinople.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.

Shubrick, torpedo boat, 200 tons; Charleston.
*Smith, torpedo boat destroyer, 700 tons; Charleston.
Solace, hospital ship; Hampton Roads.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; Yokohama.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
*Stingray, submarine; Boston.
**St. Louis, cruiser, 1st class, 9,700 tons; Bremerton.
*Stockton, torpedo boat, 200 tons; Charleston.
*Stringham, torpedo boat, 340 tons; Charleston.
**Supply, supply ship, 4,460 tons; Guam.
*Sylph, converted yacht, 152 tons; Washington.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Tacoma, cruiser, 3d class, 3,200 tons; Bluefield.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Charleston.
*Tarpon, submarine; Boston.
**Tennessee, armored cruiser, 14,500 tons; Shanghai.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Tingley, torpedo boat, 165 tons; Charleston.
*Thornton, torpedo boat, 200 tons; Charleston.
*Tonopah, monitor, 3,225 tons; Annapolis.
**Truxtun, torpedo boat destroyer, 433 tons; Mare Island.
*Vermont, battleship, 16,000 tons; Hampton Roads.
*Vicksburg, gunboat, 1,014 tons; Corinto.
**Villalobos, gunboat, 370 tons; Nimrod Sound.
**Virginia, battleship, 14,948 tons; North River, N. Y.
*Viper, submarine, Hampton Roads.
*Vixen, yacht, 806 tons; Camden, N. J.
Wabash, receiving ship; Boston.
**Washington, armored cruiser; 14,500 tons; Shanghai.
*Wasp, converted yacht; New York.
**West Virginia, armored cruiser, 13,680 tons; Hong Kong.
**Whipple, torpedo boat destroyer, 433 tons; Mare Island.
*Wilkes, torpedo boat, 165 tons; Charleston.
**Wilmington, gunboat, 1,302 tons; Nimrod Sound.
*Winslow, torpedo boat, 142 tons; Boston.
*Wisconsin, battleship, 11,552 tons; Hampton Roads.
Wolverine, gunboat, 695 tons; Erie.
*Worden, torpedo boat destroyer, 433 tons; Charleston.
Yankee, auxiliary, 6,225 tons; Newport.
*Yankton, converted yacht; Southern Drill Grounds.
**Yorktown, gunboat, 1,710 tons; Corinto.

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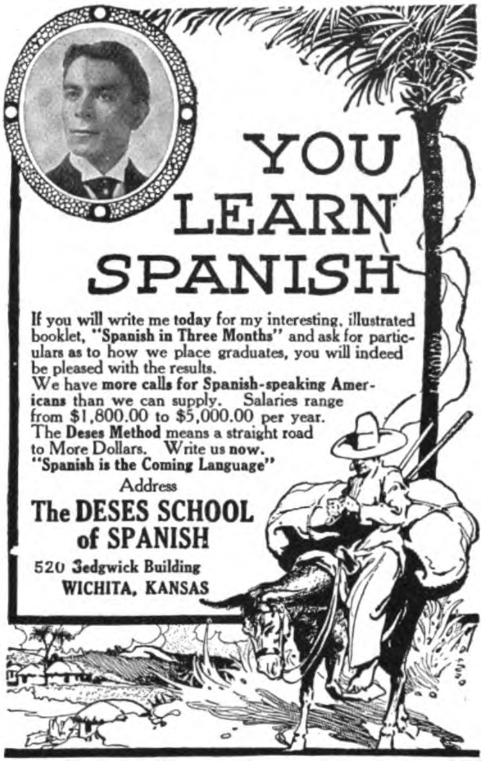
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10 BIG Features in Sunset

[1] One High In Authority

in our sister republic is writing a series of twelve articles on

Mexico, Its Past and Future

which will appear in SUNSET MAGAZINE for 1910. This series will be of great interest, coming as it does from one who knows the exact conditions now existing in Mexico—and especially so because of the sensational charges recently made regarding conditions in Mexico. The first article will appear in the January issue.

[3] ALASKA AND THE ALASKANS—Two or more articles by Governor Walter E. Clark, the *New York Sun* correspondent, who was recently appointed Governor of our Northern Empire by President Taft.

[4] THE CHINA OF TO-MORROW and the JAPAN OF TO-DAY—Papers by progressive Chinese writers on the awakening of Asia, and the part China will play—Yone Noguchi, well known journalist, will write on Japan.

[5] BRET HARTE—Recently there has come to light a large amount of new material dealing with the life of Bret Harte in the West, as a printer and schoolmaster. These reminiscences and his best stories will appear in SUNSET MAGAZINE.

[6] SOUTH AMERICA'S REPUBLICS—Hon. John Barrett, Director of the International Bureau of American Republics, will contribute timely papers dealing with the little known big nations, our Southern neighbors.

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For the Year

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[2] **Stewart Edward White**

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dealing with life in the Sierra Nevada, the Forest Service, the sheep and cattlemen, and the stirring story of existence in the mountains above the clouds. It will commence in SUNSET for January.

[7] THE BEST FICTION—Contributors will include Jack London, Eleanor Gates, Billee Glynn, Dane Coolidge, Sinclair Lewis, Elliott Flower, Mabel Craft Deering, John Vance Cheney, and many others of note.

[8] JOAQUIN MILLER—The poet of the Sierra, will furnish during the year, poems and prose articles written in that incomparable manner which has won him the highest praise from the world's best critics.

[9] BIG THINGS IN THE PROGRESS OF THE WEST TO-DAY—The Editor of SUNSET will continue the series of articles dealing with notable features in the up-building of the country beyond the Rocky Mountains.

[10] AND—JUST TO MAKE YOU LAUGH—Stories by Ellis Parker Butler, William Hamilton Osborne, Edward Salisbury Field (Childe Harold), Ralph Lynn, Gelett Burgess, E. A. Brininstool.

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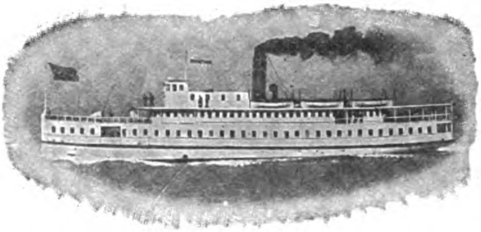

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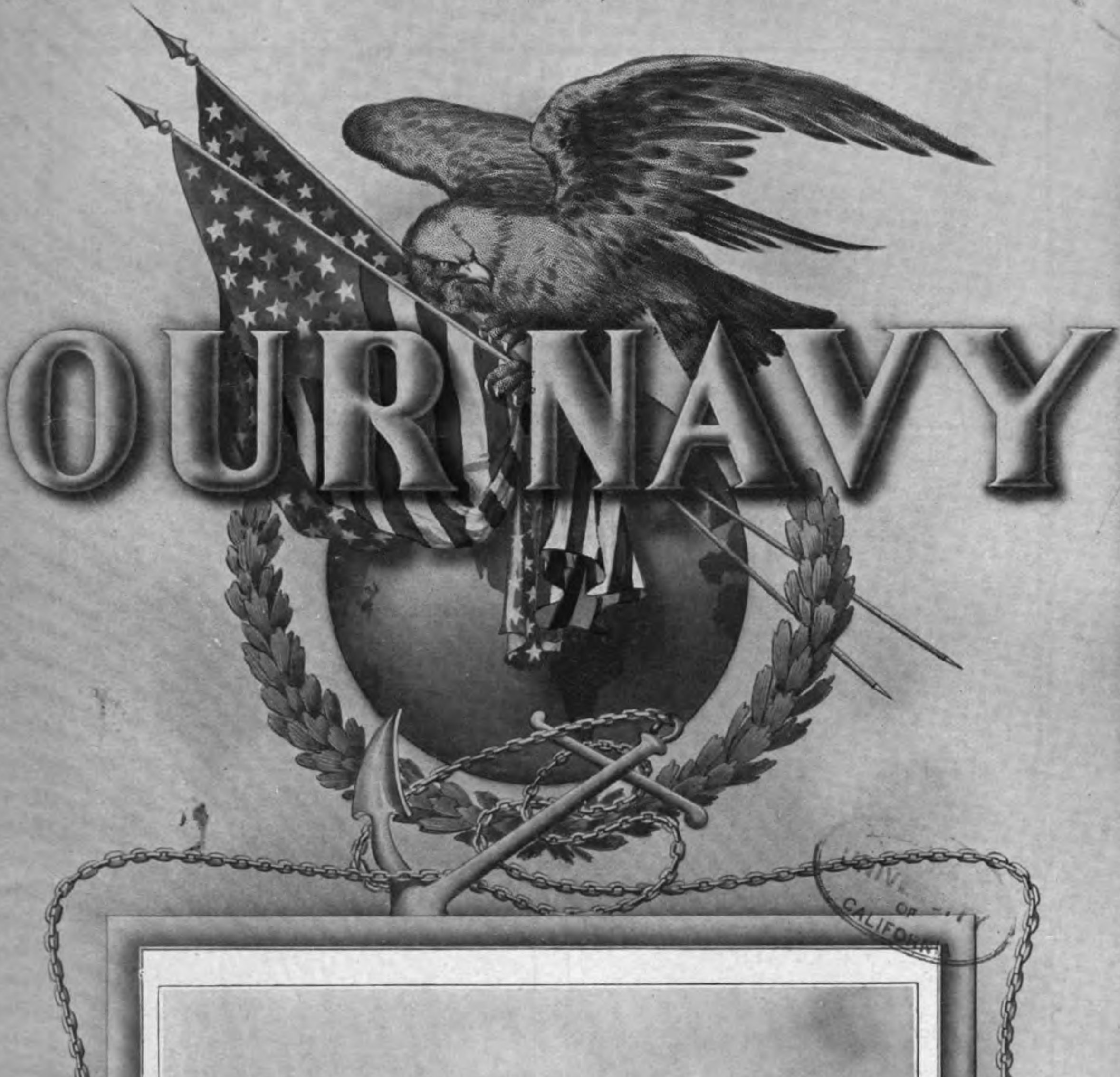

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Sunday—Between 9:30 a. m. and 5:30 p. m.

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U. S. Naval Training Station,
San Francisco, Cal.

NOTE: Tug Vigilant and steam launch trips are made to and from the Pensacola. Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION
(for San Francisco)
Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

FOR OAKLAND MOLE
Steam Launches

7:00 A. M.	Daily except Sunday
8:00 A. M.	Daily
4:35 P. M.	Daily except Sunday

FOR FRANKLIN ST., OAKLAND
Steam Launch

9:00 A. M. Saturdays only

LEAVES OAKLAND MOLE
(for Station)
Steam Launches

7:20 A. M.	Daily except Sunday
8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

LEAVES FRANKLIN STREET, OAKLAND.
Steam Launch

11:00 A. M. Saturdays only

E. W. EBERLE,
Commander, U. S. Navy
Commandant.

§ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
** Trips marked thus not made on Wednesdays.

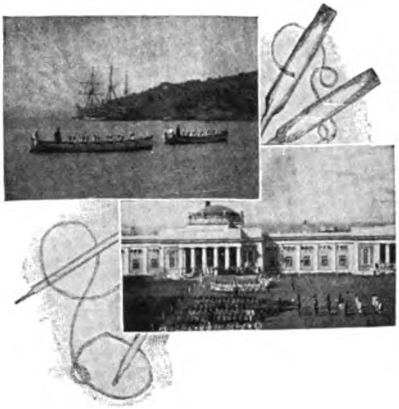
Rear Admiral JOHN B. MILTON
Commandant, Naval Training Station, San Francisco, Cal.

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III FEBRUARY, 1910 No. 10.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.



PUBLISHED AND EDITED
BY
ENLISTED MEN
U. S. NAVY
AND
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ENTIRE SERVICE

MR. CREEL ON THE NAVY

JOHN L. CASH

Chief Yeoman, U. S. N.

To the person acquainted, even in a moderate degree, with the United States Navy, the article published in the Denver Post, of the 12th instant, under the heading, "Uncle Sam's Pet Gold Brick," would be at least amusing were it not insulting.

The amount of intelligence regarding the United States Navy, as exhibited by the writer, is commensurate with that shown by a school boy who has "swum the Arkansas" or played along the banks of Cherry Creek, in giving a graphic description of the Pacific Ocean.

The Navy has not now nor has it ever had a gorgeous poster depicting a bird-like boat gliding along tropical waters, but instead the Navy poster shows a battleship (anything but bird-like, and as for water, to the experienced seaman tropical water does not greatly differ in appearance from any other sea water) under steam in squadron formation, with two manly little bluejackets (a decided Navy type) hoisting signals on the bridge. To Mr. Creel, who has probably never been nearer to a fleet of battleships than the Missouri River, this may seem a lie, but to any man acquainted with the Navy this scene is known to be an hourly occurrence in the fleet. The poster to which the writer has reference solicits young men for the Navy, pay ranging from $1760 to $77 per month, which is not a lie and the author of the Post article is challenged to prove it. In fact the pay limit of enlisted men is nearer $100 per month than the $77 advertised. I can today name enlisted men who are receiving more than $100 per month and expenses. While the primary object of this poster is to secure recruits for the Navy, it has a secondary, but deeper object, namely to acquaint just such people as Mr. Creel with the service, in order that such idiotic comparisons as a bird and battleship will not be fostered on the public. Instead of advertising every few blocks, the Navy pays for ten 16-sheet posters in Denver's 59.50 square miles.

The Navy does advertise travel to some extent, not exactly on the poster as suggested by the writer, but through booklets and want columns of newspapers. In this respect we ask anybody, that has not always resided in the woods, whether or not the Navy delivers the goods which it advertises? Was the Post writer on a vacation while the sixteen battleships, carrying 16,000 men, recently circled the globe? Was he hunting bear in the mountains while the Pacific Fleet of eight armored cruisers, carrying 7,000 men, visited South America, the South Sea Islands, Japan and China, and even now are returning home from the Orient, due in San Francisco February 15th? In fact, has the Post writer been slumbering since birth that he is not aware that the mission of a ship is to travel and that ships of the Navy have been for years fulfilling that mission? The Post writer shows his ignorance of naval matters when he asserts that travel in the Army and Navy, outside of the Philippines, is confined to incarceration in a prairie garrison. He is ahead of his time, as we have not even invented ships that are able to travel overland to prairie garrisons.

Life in the Navy is demoralizing. To Mr. Creel we would pass the lie absolutely were it not an ugly word to use, although he has not hesitated to use it in defaming the reputation of the United States Navy. Greater men that Mr. Creel can ever hope to be, have testified that life in the Navy is elevating and better fits a man for duties in civil life, as is shown by large firms all over the country, especially in the East (the General Electric Company for example) which solicits the services of ex-Navy men. We would refer Mr. Creel to such writers as Henry Reuterdahl, ex-President Roosevelt, Richard Harding Davis, R. F. Zogbaum, men with reputations, all of whom will gladly testify regarding life in the Navy. These men know because they have all, at various times, accompanied the fleet on cruises or while conducting target practice. We might also refer to Judge Yeaman of this city.

Regarding advancement—Oh! That the Post writer would seek even a little information. The modern ship is a workshop, fitted from stem to stern with electrical devices and the most modern machinery, requiring men in all trades and ratings to properly man it. Petty officers are appointed every day at rates of pay ranging from $33 to $77 and even higher. Warrant officers are appointed annually to the rank of boatswain, gunner, carpenter, and machinist, ranging in numbers from fifty to one hundred, and in salary from $1,200 to $2,400 per annum (there were 608 in the service at the beginning of last year). Each year twelve warrant officers are eligible for examination for commission, a number of such ex-enlisted men at present being on the active list of lieutenants or ensigns. And besides we can not all start in as admiral. The Navy is like other places, it is necessary to begin. Even the Post writer, who now seems to have made a reputation by attempting to detract from the reputation of others, may at one time have been a struggling cub reporter on a mere pittance.

In regard to treatment of officers, who are ex-enlisted men, by Naval Academy graduates (we have no West Pointers in the Navy, as Mr. Creel infers), I would refer to commissioned officers of the Navy who have been enlisted men and they will assure you that they are received on exactly the same terms as Naval Academy graduates, surgeons, pay officers, or any other commissioned officers.

The pay is poor writes Mr. Creel. Enlisted men receive from $5 to $25 per week, with medical attendance, care in hospital, rations, pension, retirement, death benefits, etc., and I believe that the pay will compare very favorably with any manufacturing establishments in the country, where men are working, as Mr. Creel states.

The uniform is often slighted, writes Mr. Creel. Very true, but the greatest cause lies in such ill-advised and ignorant writers as Mr. Creel publishing articles similar to the one in the Post, which not only insults the flag, the country, and each individual in the service, but influences many people who have a proper respect for the service to regard it in the same light as the poor misguided writer.

In regard to disarmament, we of the Navy leave that matter to the Boston Peace Societies, down East, which section of the country Mr. Creel seems ever ready to denounce.

If you are at leisure some day, Mr. Creel, try and enlist in the Navy. It may be a revelation. Perhaps even you could not get in. We are mighty particular, accepting one out of every ten that apply. Last year more than 91,000 sought admission, but we only accepted 18,000, and those we took were physically, mentally and morally above the average. The greatest testimony to the United States Navy comes from the men themselves who serve the Government under "demoralizing influences" as stated by Mr. Creel. Two out of every three of these men discharged with honor during the last year, and entitled to re-enlistment, re-enlisted. This is indeed, Mr. Creel, greater testimony than any that you have given.

The Navy will go ahead, getting greater and greater, year by year, a monument to American patriotism, and the greatest form of national insurance obtainable.

Let us suggest, Mr. Creel, that you study your subject before undertaking to describe Navy life, for at present you appear in the same light as the Inland Senator, who, upon being shown on board one of the battleships, was surprised to find that the hull was not actually solid and that he could go below decks.

You are misleading the public, Mr. Creel, and by continuing to insult the flag and country, you may not do harm, but we appeal to you, as patriots, to desist, until you have at least studied your subject, enough, to write an intelligent article.

* * * *

THE FALSE STORY

The article which called forth Chief Yeoman Cash's criticism is an insult to every man of the United States Navy. Appearing in the Denver Post, however, it loses some of its sting. The Denver Post was never fair and never will be fair.

Mr. Creel confuses the Navy with the Army. His article radiates ignorance. Only a disappointment could cause such a raving. Has Mr. Creel at one time been in the service of Uncle Sam and is he among the ones who can't come back. The article, in part follows:

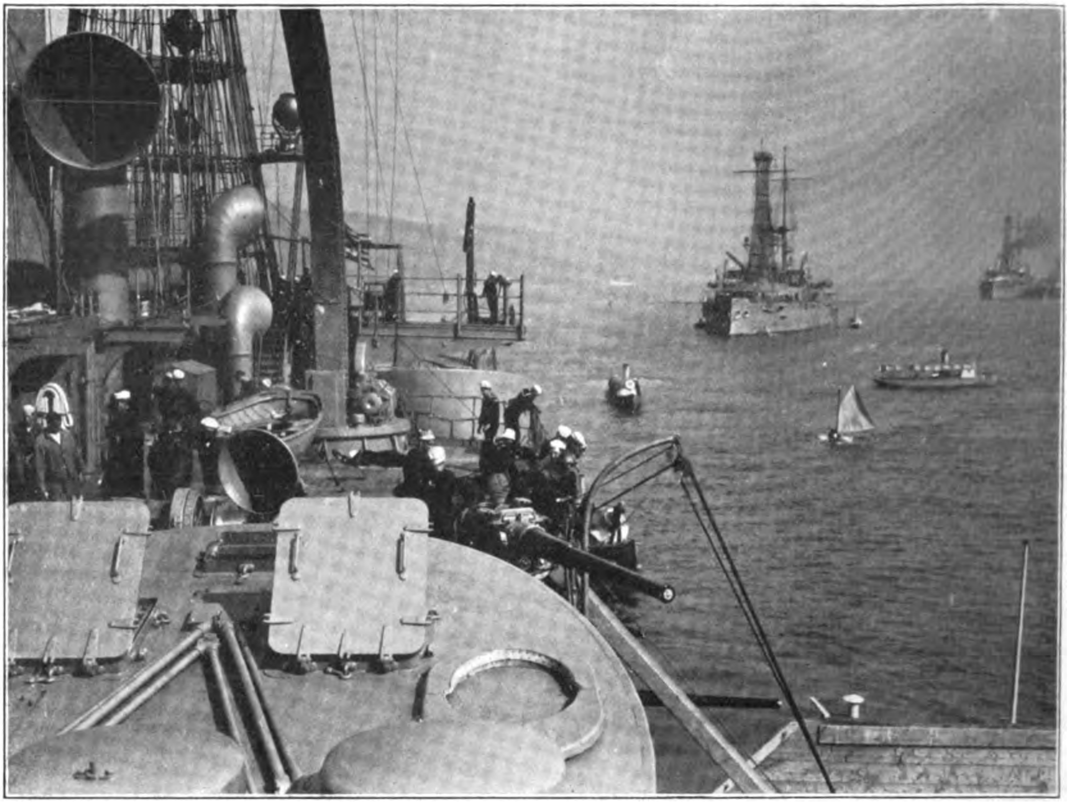
> As one walks along the streets, either in Denver or any other city, the eye is dazzled every few blocks by gorgeous posters calling attention to the charm and profit of a soldier's or sailor's life. Pictures are shown of nattily dressed youths idly leaning on guns in some woodland glade or skimming over tropical waters in a bird-like boat. And this impression of care-free ease and daily pleasure is carried out by the lettered promise that enlistment in Army affords a "Fine Opportunity for Education, Travel and Advancement."
>
> All of which is a lie. Outside of service in the Philippines, the travel is confined to incarceration in some fort or prairie garrison, where the only distractions are provided by the low saloons that huddle near at hand. And for education, remember all the enlisted men you have ever known, and you will be able to count on your fingers the ones that gained any educational value from their service. A little less narrowness, perhaps, a certain lack of provincialism, but what they lose more than counterbalances this trifling gain.
>
> Advancement? Certainly not in the Army or Navy. Even when a man does possess sufficient character and ability to overcome the demoralizing influences of enlisted life, and wins out on examinations for his commission, he is never allowed to enjoy the same standing that is given as a right to the West Pointer. In Army and Navy circles, as in society, the very things that should work to a man's popularity and esteem are those for which he is made to feel most ashamed. But, leaving this aside, the wretchedly small number of enlisted men who gain commissions is proof in itself that "education and advancement" are simply goldbricks to catch the credulous.
>
> These lying advertisements that the Government puts out are panderings of the worst kind, and work immeasurable hurt and harm to all those that are caught by them. The pay is poor, the service unfits a man for real work of life, and, after giving up his best years, he finds himself "broke" and unfit. And what is his treatment as a Man while in the service. Well, every now and then we see where a soldier or sailor has been ordered out of a restaurant, or refused admission to a theater. This is because the officers themselves fix the social status of the enlisted man. He is treated as an inferior being, compelled to servility, and generally regarded as a sort of dog by those over him. What wonder then, that the restaurateur and manager refuse the patronage of the men that their own officers refuse fellowship with?

* * * *

NEW COMMISSIONED OFFICERS

A bill that will be watched with interest by the warrant rank and enlisted personnel of the Navy has been introduced in the National Congress by Representative Calder. In substance it provides for the commissioning of equipment and ordnance ensigns in the Navy instead of chief boatswain and chief gunner and will allow those officers full privileges of an ensign, instead of privileges next after, as now is the case. It will also provide a solid stripe for equipment and ordnance ensigns instead of a broken stripe. These ensigns will have the pay and allowance of ensigns of the line and may be promoted to junior lieutenants and full lieutenants in the same manner as lieutenants of the line. The bill is as follows:

> That six years after date of warrant all boatswains and gunners on the active list shall be commissioned equipment and ordnance ensigns of the Navy of the United States, respectively subject to passing an examination before a board of commissioned officers of their respective corps selected by the Secretary of the Navy.
>
> That the pay and allowances, including longevity pay, of equipment and ordnance ensigns from the date of commissioned as such, including service as chief boatswain and gunner, shall be the same as now allowed, or as may hereafter be allowed, an ensign of the line of the Navy of the United States: Provided, That five years after date of commission all equipment ensigns or chief boatswains, or both, and all ordnance ensigns or chief gunners, or both, shall receive the pay and allowances now allowed, including longevity pay, or that may hereafter be allowed, a lieutenant (junior grade) of the line of the Navy of the United States: Provided further, That ten years after date of commission they shall receive the pay and allowances, including longevity pay, now allowed or that may hereafter be allowed a lieutenant of the line of the Navy of the United States.
>
> That all equipment or ordnance ensigns after thirty years' service in the Army, Navy, or Marine Corps of the United States, and who have served with a creditable record, shall, upon retirement, be commissioned equipment lieutenant, retired, and ordnance lieutenant, retired, respectively, and shall receive the same pay and allowances, including longevity pay, now allowed or that may hereafter be allowed a lieutenant, retired, of the line of the Navy of the United States.



Battleship Fleet in North River

WITH THE FLEETS

Pacific Fleet

After five months of continuous steaming and maneuvering, the eight cruisers of the Pacific fleet will reach home waters the middle of February and immediately scatter to their home yards for repairs and a general shaking down, after one of the most strenuous services any vessels of Uncle Sam have ever had without complete overhauling.

The fleet reaches Honolulu February 6th and departs two days later. Immediately upon the arrival of the fleet in Hawaii the Tennessee and Washington will be detached and those two ships will sail for Puget Sound and be the first of the vessels to go into drydock and be repaired. The West Virginia and Maryland will be the first ships for repairs at the Navy Yard, Mare Island. They will both be placed out of commission and remain at the yard eight months, according to reports.

* * * *

Some reports are current that before the fleet is sent to the Navy Yards it will go to Magdalena Bay for target practice, but it is hardly possible that the Tennessee, Washington, Maryland and West Virginia will accompany the other four cruisers for spring practice.

Asiatic Fleet

The most important news concerning the ships in the far east is that the third squadron of the Pacific fleet has been wiped out and in its stead is formed the United States Asiatic fleet with the same vessels. In the next few months decided changes in the composition of the fleet will be made. The Denver and Galveston have already gone home. The Albany and New Orleans will replace them. Rumor also has it that the Chattanooga and some other vessel will go home in the fall and the Yorktown and Vicksburg or Princeton be reliefs. The Milwaukee is expected to relieve the Charleston as flagship this coming summer.

The torpedo vessels on the Asiatic side have been organized into the Asiatic torpedo flotilla with three divisions. This flotilla will make its headquarters in Manila bay and will be composed of all torpedo boats, tenders and submarines in the Philippine waters.

Argentine Special Service Squadron

When fully repaired at the Navy Yard, Puget Sound, the cruisers Tennessee and Washington will sail for the south and round the Horn to Buenos Ayres, where they will join the Montana and South Carolina and for the Argentina Special Service Squadron to represent the United States at the Argentina centennial to be held in Buenos Ayres May 20, 1910. The Tennessee will be flagship of the squadron. It is possible that the Chester and one other scout criuser will be sent with the Montana and South Carolina.

The program for the festivities at the Argentina centennial will be full of interest to the American bluejackets who attend. Naval reviews of ships and men and special entertainments for landing parties are promised by the Argentina government in its request for a squadron of American ships to represent this country at its centennial exposition.

Nicaraguan Expeditionary Squadron

With the Albany as flagship the vessels acting in Nicaraguan waters during the recent war scare, on the Pacific side, have been organized into the Nicaraguan Expeditionary Squadron. The organization is temporary and will cease when the vessels are ordered home. The vessels comprising it are the Albany, Buffalo, Princeton, Yorktown, and Vicksburg. The British sloop of war Shearwater has been accompanying ths squadron on its cruises.

Atlantic Fleet

The program for the spring maneuvers of the Atlantic fleet is being prepared by the commander-in-chief and will include practice runs to Cuba, maneuvers off the Southern capes and target practice off Guantanamo.

At present but 15 ships are in the fleet, although it is expected that another battleship will be placed in commission before spring, to bring the fleet up to the required standard.

Naval Academy Practice Squadron

This year the midshipmen from Annapolis will have three battleships for a practice squadron instead of monitors and small cruisers, as heretofore. The Iowa, Indiana and Massachusetts have been ordered commissioned for this duty.

The itinerary of the squadron will cover southern Europe and northern Africa. For several years the middies have only visited New England ports.

Pacific Torpedo Flotilla

The black boats of the west side have been ordered to San Diego, Cal., for the winter and will maneuver off that port until time for spring practice, when they will go to Magdalena and then to their home yard for repairs.

* * * *

MACHINISTS FOR GUNS

That all gunner's mates should be machinists by trade because of the complexity of ordnance mechanisms and the constant care and attention they require, is the opinion of the Bureau of Navigation, but it can see no way to reach this desirable end, as the pay of gunner's mates is less than that of machinist's mates, and it is not likely that experienced machinists will enlist in the branch which is the more poorly paid. An equalization of pay may result from this view of the Bureau.

The increasing complexity of torpedo installations and the use of the torpedo, together with instruction in mines, makes a certain degree of specialization necessary, and it has been found to be impracticable in the six months' course of the seaman gunner's class to cover more than adequately the subjects pertaining to guns, mounts, turrets and sights, taught at the Washington Navy Yard; hence, it has been found advisable to divide the class into two sections, one at the Washington Yard, taking the course in guns, mounts and turrets, and the other at the torpedo station at Newport, studying torpedoes and mines.

The course at Washington is six months, and that at the torpedo station eight months. Diving is taught in both classes, and graduates are detailed to ships either for duty with the general battery or with the torpedo and mine installations. Machinist's mates have also been detailed to take the Newport course. They thus become familiar with repairs to torpedoes and mines, and will be of great assistance on board vessels carrying these weapons. In addition the assistance they are required to give to gunner's mates during the course in machine processes will be most beneficial. The Bureau is going to detail machinist's mates with the class at the Washington Yard, where there is a surplus above the needs of the fleet. During the last fiscal year, 328 men were in attendance at the classes, of whom 106 finished the training.

* * * *

A test of the new drydock, recently completed at Mare Island, will be held the first of the month, before the big cruisers return, with the oil-burning monitor Cheyenne as testing ship. A board of officers from the Mare Island and Puget Sound Yards will conduct the test.

VICE ADMIRALS FOR NAVY

The question of reviving the grade of vice admiral in the United States Navy has been submitted to the present Congress, and friends of the proposed legislation hope to see at least two officers of this grade on the active list before the close of the year.

The bill, as introduced, contains provisions for five officers of the vice admiral grade. Just where they would be stationed it is not stated, but the presumption is that two would stay with the Atlantic fleet, one with the Pacific and one with the Asiatic. The fifth would be the senior Naval aide to the Secretary of the Navy and practically senior officer of the Navy, after the President and the Secretary of the Navy.

There can be no question but that it would be desirable to have a vice admiral in command of the different fleets. It would give the requisite rank for our officers in meeting with foreign fleets and enable the United States Navy to take the place it merits in Naval functions in foreign countries.

* * * *

CHICAGO TRAINING STATION

The opening of the training station at Chicago, about July 1, 1910, with its quota of 1,500 apprentice seamen, is expected to relieve the situation which now confronts the Bureau of Navigation in the matter of giving such men four full months of instruction. The commissioning of new ships and the constant demands of the fleet for men, often make it necessary to curtail the period of instruction in order that vacancies afloat may be promptly filled.

The demands of the fleet for ordinary seamen and coal passers have been met in the last year by the output from the naval training stations at Newport, R. I., Yerba Buena Island, San Francisco, and Norfolk, Va. The practice of permitting apprentice seamen of good physique to elect the engineer branch and leave the training stations as coal passers is giving good results.

·The rigorous military training at the stations is as important to the newcomer on board ship in the engineer department as on deck and relieves the officers afloat of much of the setting-up and preliminary instruction in the care of the person, clothing and adaptation to ship life which before was necessary. Twenty per cent of the coal passers are enlisted and sent direct to the ships, and as they are older and already more experienced in their calling, they form a good working nucleus in the firerooms afloat.

Y. M. C. A. ENLARGES

The Naval Y. M. C. A. of San Francisco has leased the two upper floors of the Hotel Golden at 82 Market street, next door to the Association's present headquarters, and this place will be used for sleeping accommodations in addition to the rooms already used by the Association.

This will about double the size of the headquarters and will give a much better sleeping accommodation, which is something the men of the service will appreciate. It will also double the locker room and other privileges of the Y. M. C. A. The new quarters will be ready by February 15, 1910, the time the Pacific fleet arrives in San Francisco bay.

The Y. M. C. A. is keenly alive to the interest of the enlisted men of the Navy and its new venture in acquiring control of the Hotel Golden rooms, speaks well for the patronage of the enlisted men. The San Francisco headquarters are in charge of competent men, who understand their business and their clientele.

* * * *

Because he could not re-enlist in the United States Navy and accompany his former shipmates to the Central American coast, Charles Panter, 18 years old, wrapped himself in an American flag, at his home in Philadelphia, Pa., and attempted suicide by shooting himself in the left breast. Panter first enlisted in the Navy shortly before the Atlantic fleet made its memorable cruise. He accompanied the fleet to San Francisco, but at that place was given a medical discharge on account of his hearing. He met several of his former shipmates in Philadelphia and when they were sent south he tried to re-enlist, but was refused. He then attempted suicide.

* * * *

CASUALTIES

Patrick J. Monahan, fireman first class, was drowned December 13, 1909, at Cavite. He was attached to the U. S. S. Monterey.

Edward V. Thurman, ordinary seaman, died on the Asiatic station on December 15, 1909. He was in his first enlistment.

James O'Rourke, seaman, U. S. S. Kansas, fell overboard from a steam launch at Fortress Monroe, Va., and was drowned.

* * * *

The yearly contract of the Navy Department for chewing tobacco is just one-third this year of last year's order. Seventy thousand pounds was ordered.

Mail **Pitkin Photo**

HELP NAVAL MILITIA

The Navy Department has directed that recruiting officers in the vicinity of Naval militia organizations be detailed to superintend the installation of 4-inch guns, with Morris tube, etc., in the armories of the Naval militias, and exercise a general supervision over the instruction of militiamen.

Petty officers and enlisted men attached to recruiting stations are also directed to give instruction to militiamen in the details of their profession.

It is believed that the instruction and assistance thus afforded by the regular officers and men of the Navy detailed to recruiting duty will be of great benefit to the Naval militia organizations, and will, in addition, bring them in touch with a large class of young men who might become interested in joining the Navy.

* * **

The Navy Department has changed the arrangements for periodic docking and repairs of vessels of the U. S. Navy, the ships being assigned to Navy Yards hereafter as follows:

Mare Island, Cal., Navy Yard—(a) Cheyenne, Maryland, (a) Milwaukee, St. Louis, South Dakota, (a) West Virginia, (a) Bennington, Cincinnati, Cleveland, Denver, Marblehead, Petrel, Raleigh, Vicksburg, Yorktown, Davis, Farragut, Fox, Paul Jones, Perry, Preble, Grampus, Pike, Buffalo, Fortune, Glacier, Iris, Justin, Prometheus, Relief, Navajo. (Ships marked (a) to be docked at Puget Sound.)

Puget Sound Navy Yard—Colorado, Oregon, Pennsylvania, Tennessee, Washington, Albany, Boston, Chattanooga, Concord, Galveston, New Orleans, Princeton, Rainbow, Wheeling, Goldsborough, Rowan, Saturn, and Supply.

Vessels on the Asiatic station will receive periodic docking and repairs at such times as the commander third squadron, acting under general instructions from commander-in-chief, Pacific fleet, may direct, using the facilities at the Naval Station, Olongapo and Cavite, as far as practicable.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

FEBRUARY, 1910

R. C. Shepherd, U. S. N...... .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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Address all mail to OUR NAVY, Naval Training Station, San Francisco, California.

THE MEN WHO CAN'T COME BACK

Of all the expressions in the English language, "Too late" is the saddest. The will may be strong, good resolutions may be thoughtfully and bravely made, weak points thoroughly understood, but what matters it, if it is too late?

Official clemency—like the patience of God—will not abide with a man always and many are those who realize this stern fact, and were born to be sailormen. A strong back and a weak mind are not the crowning points of the American man-o'-warsman of to-day. The Navy requires the best there is in a man. Neither is a clean record sufficient to obtain a permanent position of trust and confidence. Certificates of birth and citizenship are required, and exacting professional examinations made. Each year the service is being placed more on a business basis. The pay, allowances, privileges, and benefits combined, now greatly exceed many of those received by the corresponding tradesmen in civil life, and in order to stay, a sailor must be "on the job."

Uncle Sam is beginning to guard the reputation of his navy personnel, jealously. The childish play of the detestable "Repeater" has been coppered for good, by the tell-tale fingerprints. No more the flotsam on the sea of crime may drift to a lee shore on a man-of-war. The "Great White Patrol" is no longer considered by the American people as a harbor for undesirables. The American bluejacket himself, has torn from their view the cloud of misrepresentation generated by tradition, ravings of the yellow-press, and split-tongued caluminators. The service stands to-day as a business for young men, and a good business at that.

Many are the "Men who can't come back," who gaze longingly at the trim men-of-war in the roadstead. They hover like bad memories about the docks where the liberty parties land. Some are cold and hungry, others tattered and wretched; all are envious of the clean, happy fellows that pour out of the boats with pockets and leg-purses bulging.

With bitter chagrin and regret many a young fellow remembers the painstaking efforts that he put forth to get his "straight beach." The routine and discipline of the first few months proved too much for his meager stock of manhood. He realized after he was on the beach, what he had left. He cast his lead, found his bottom, and set his course; and if he finds himself now a friendless derelict, unable to put back to the old harbor, shunned by passing craft, and uncertain of a welcome in any port, it is his own fault.

It is gratifying to friends of the service to see a bluejacket honorably discharged, take up a more congenial occupation on the "outside." And a record of four years' honest service is an excellent indication that he will make good if he desires to stay out. But the "Men who can't come back," for that very reason, are apt to be failures in civil life.

It's all right to be on the outside, looking in; but, however prosperous an ex-sailor may be, it must be hell for him to know that he is one of the "Men who CAN'T come back."

* * * *

TWENTY-FIVE YEARS RETIREMENT

No action has as yet been taken by the National Congress on the various bills introduced to provide better pay and earlier retirement for the enlisted men of the Navy. All have been referred to the committees on Naval affairs and it is probable that all bills will be combined and a committee bill introduced covering the points which the lawmakers deem advisable to enact into laws.

From recent reports it is almost assured that the 25 years retirement clause will be adopted. Whether it will be straight 25 years for the Navy, Army and Marine Corps, or simply that the Navy can not state, but as either carries the wishes of the Naval service both are desirable to the Navy. It is not probable that increased pay will be granted this year, although some branches of the Navy, gunner's mates, yeoman and the hospital corps, may be raised.

* * * *

SAILORS COST TOO MUCH

Now comes some newspapers, representing what is termed anti-imperialism, who howl and declaim the government is recklessly spending money in providing such expensive food for the enlisted men of the Navy. This is the last straw. We have stood for inane tracts on temperance. We have refrained from heaving overboard committees of well intentioned sects who persisted in presenting organs and phonographs. We said nothing when the anti-cigarettes loudly proclaimed the Navy was making a short run to the blue fields on account of excessive smoking. But now we will fight. Our dander is up, and up high, and no man who has nerve enough to howl because thirty-three cents of the Government's money goes each day to feed each sailor had better announce himself aboard a man-of-war. Woe be to him if he does. It might be, plunk, splash and food for the sharks.

Town Topics, a magazine published in New York, sees the ridiculousness in the howl against paying too much for bluejacket food. It asks the kickers if the country could be insured cheaper. It answers and says "no," and that looks about the correct dope.

* * * *

WRONG IDEA OF NAVY

Another instance of a youthful criminal being paroled to permit him to enter the Navy, has been reported; this time from Portland, Oregon.

According to newspaper reports, one Earl Higley, a young bandit who has a record along the entire Pacific coast as a burglar and hold-up man, was brought before the judge for a series of robberies. His lawyer presented a petition to the court that the boy be placed on parole on condition that he join the Navy. It is stated that the judge took the matter under advisement. Steps were taken by the Naval authorities to prevent his enlistment; and the policy of the Navy Department in this respect was clearly and forcefully explained to the presiding judge.

* * * *

BREACH OF TRUST

Considered legally, breach of trust is not exceptionally serious, but man to man, it is one of the most contemptible offenses of which one may be guilty. A man that is not true to his trust, is not true to anything.

Intentional liberty breaking is a breach of trust. Every man is under obligations to perform his work. If he is allowed to go ashore Saturday, until 8 o'clock Monday morning, he is trusted to return and take up his duties. This is true, whether liberty be considered as a privilege or as a right. The captain trusts his man to return, and the man, failing him, shatters that trust.

Hardly any man would think of promising a friend to do a certain thing at a given time, and then deliberately ignore his friend's confidence. Still, many men, and good workmen, too, break liberty regularly, without seeming to think of the ignobling influence of this evasion of duty. They accept the punishment as a matter of course, weighing the extra fun in the balance with retribution without counting the unsportsmanlike act as something to be ashamed of.

A crusade against liberty breaking should be started in the service. Not by increased punishments, for sailors are not easily scared, but by appealing to the manhood, and the square-deal parts of the men. Many a man's record has taken on a rose-color from liberty breaking alone, when a timely word or a proper talk would have prevented it.

Hotels and rooming-houses failing to give prompt calls should not be patronized by bluejackets. A man should be square with those who are square with him. All men are given more liberty than they can afford; and, as they go over the side on time, they should show up on time.

* * * *

SENSELESS REFORMING

A Reformer's Conclave, which recently had a session in Chicago, Ill., has decided that total abstinence shall be hoisted on the Army and Navy. The conclave announces in strident tones a sort of follow up policy on the action of the W. C. T. U., which organization was instrumental in abolishing the Army canteen. To further its ends the Reformer's Conclave proposes to have the Young Men's Christian Association promote its project.

Such reformers will do more harm than good. Their plan, probably, is the usual one of propagating a flood of anti-alcohol literature among the enlisted men of the two military organizations and then hope for results. No bluejacket heeds such stuff. No soldier pays any attention to their writings.

Total abstinence among the military organizations of any state or nation will never come through the efforts of any so-called Reformer's Conclave. Only when the citizenship of a nation voluntarily abstains from liquor will its military force do so. As the military is drawn from the citizenship that conclusion is evident.

It is also a debatable thing whether total abstinence in a military or naval organization is desired. It might work well and again it might not. There is no question that excessive indulgence in liquor is to be deplored. The Young Men's Christian Association is now, and always has been, the only organization that materially helps the soldier or sailor. Its policy has not been for total abstinence, but for moderation. This may seem unorthodox to the radical temperance people, but it shows wisdom on the part of the leaders of the Y. M. C. A. movement.

It is doubtful if the Y. M. C. A. will lend support to the movement of the Reformer's Conclave. That organization will lose its hold on the enlisted men of the two services if it does. The leaders in the Y. M. C. A. are too well acquainted with the services to attempt any such scheme.

Total abstinence has been preached to the sailor in many different forms. The Reformer's Conclave could gather some valuable pointers on the crusade they intend to promulgate if they would confer with enlisted men who are total abstainers. There are any number of men in the Naval service who would welcome total abstinence in the Navy if such a thing was possible. It is not possible, or probable, however, and any attempt by a reform movement to start a movement for total abstinence in the Navy will work against its ultimate object.

It seems almost an impossibility to permeate the brain of certain sects of hard-shell reformers on matters relating to the Naval service. If such organizations would refrain from any attempt to force temperance on the Navy, it is possible that in years to come the men of the Navy, who do not relish liquor, would bring about a better condition among enlisted men than exists at present. It is not intended by this, however, to insinuate that the present condition of the enlisted man, in liquor matters, is bad.

It is not true that sailors and soldiers drink more than their civilian brothers. We of the service offer no excuses, however, to reform agitators and only hope that they will see the error of their ways, and allow the enlisted personnel and the Navy Department, work out its own salvation.

Weightier questions than what the sailor should drink have been settled without the aid of reformers. This question, if a question it is, can also be settled. The United States Navy of the present day is noted for its men of splendid physique and sound judgment. It is not an organization incapable of determining its own affairs. Therefore the enlisted men of the service, and Our Navy feel sure the commissioned and warrant personnel, trust misguided reformers will not bother us with temperance tracts. They are usually printed on both sides and therefore absolutely valueless as scratch paper, and the reading is generally so puerile as to be disheartening.

Since the Navy was organized it has been the objective of some sect of fanatics who desire to promote or quench some human desire. Liquor, tobacco, and many other things have come in for their share. All have worked opposite to the wishes of the starters.

A few years ago some well-intentioned women calling themselves "Auxiliaries," became imbued with the idea that something should be done to help the bluejackets. They intended to promote total abstinence. Fortunately they consulted with Naval officers and gave that up. Then they planned for each member of the auxiliaries to prepare a sailor's handy bag, filled with useful things, and present these to every man of the Navy. Accordingly they started and shortly began the distribution of their bags. Did they do good? Yes, some, but not in the way they imagined. The evening after they were distributed the deck sweepers found most of the bags discarded. The thread and needles all kept, but the bandages, buttons and such, went over the side because they were useless and the sailor was unable to keep them. It caused some men to think of their mothers and that was the principal good accomplished.

* * * *

INCORRECT INFORMATION

Newspapers throughout the United States seem to be inadequately informed about even the simplest affairs concerning the United States Navy. News stories are always distorted. One expects that. The columns wherein information is given to the readers who inquire should be exact, though. An error in the San Francisco Call of January 9, 1916, may have worked injurious to the Navy. Certainly, it did no good.

An inquirer signing himself "A. S., City," asked the query editor of the Call the following question:

"What is the pay of enlisted men in the United States Army and Navy on entering the service?"

The answer was:

"A private in the artillery, cavalry, infantry and signal corps receives $15 per month. An

CALIF

ordinary seaman is paid $19 and an able seaman $24 a month."

To the service the mistake is evident, but very few prospective bluejackets will know that the query man of the Call erred in the monthly pay of ordinary seamen and seamen. It should be $20.90 for ordinary seamen and $26.40 for seamen, or able seamen, as the Call terms them. Even this would be misleading, for it does not answer the question stated. An appropriate answer to the query of "A. S., City," would read:

"Appentice seamen enlisting in the United States Navy receive $17.60 per month. When they qualify at a training station as ordinary seamen their pay is raised to $20.90 a month. This qualification usually requires from 3 to 4 months' service. Seamen qualify after serving at sea and receive $26.40 a month."

This would have taken more space than the answer given in the Call, but it would have the desirable feature of being correct. Three years ago the pay of ordinary seamen was $19 a month and seamen $24 a month. The Call must not have refreshed its information books since that time. Any well established World's Almanac or information book published yearly should state correctly the pay of enlisted men of the Navy.

OUR NAVY is aware that mistakes such as appeared in the Call are not published out of antipathy to the Navy. The reporters and editors are anxious to have their stories correct. It is a simple case of "not enough time," which is common in the newspaper world. There is only one newspaper in the United States that employs enough men on its reportorial staff to investigate every story published, and even that paper, the Kansas City, Mo., Star and Times, frequently gets twisted in matters of infrequent publication.

* * * *

HAVE WRONG IDEA

The editorial writer of the Seattle Times misconstrues, to some extent, the attitude of Naval officers toward the organized Naval militia. Naval officers are in accord with every movement to increase and help the Naval militia. Their time and experience has been lent freely to organizations of the several States. Criticism there has been, but not unfriendly criticism.

The Times states, speaking of the plan to form a body of Naval militia on Puget Sound:

". . . We hear the same old cry of derision from officers of the United States Navy, who declare that the whole plan is ridiculous."

Nothing could be farther from the truth. When the idea was first discussed in Seattle, officers of the regular Navy from Bremerton Navy Yard attended the meeting and, partly through their enthusiastic talks, the movement was given headway. These officers told freely how the militia could help the regular Navy and how much the regular Navy could help the militia.

Continuing, the Times says that no admiral would allow a ship manned and officered by Naval militia, exclusively, in his line of battle. This is true, but in time of war no Naval militia brigade will be given exclusive command of any ship. That is not their war purpose. They will be placed with men of the regular Navy and in that way prove of inestimable benefit.

An instance is cited in the article where 100 men of the Illinois Naval militia were sent to the battleship Oregon in the war of 1898 and did good service. These men were a help to the regular Navy and they performed their duties to their credit and their nation's credit. It states, however, that in time of war there is no place for the commissioned officer of the Naval militia. As to this, it rests entirely with the Naval militia officer. If he is interested in his Naval work and becomes proficient there is no reason why he could not be assigned to the wardroom of any ship and perform his duties intelligently. He may not be able to act as navigator or executive. But watch and divisional officers are needed and any intelligent militia officer can fit himself to perform these duties in time of war on board warships of the regular Navy.

It is true that a majority of the militia officers, in time of war, would occupy shore stations where the authority, but, probably, not all the technical education of the regular, is needed. This would apply to officers of the rank of lieutenant-commander and above, rather than to the lower grades, which officers, being younger, could better act as deck officers on a modern cruiser.

* * * *

Assistant Civil Engineer C. A. Bostrom, U. S. N., has been ordered to Port Townsend, Wash., to survey a 200-acre tract of land owned by the Navy Department at that place, to determine the feasibility of making a rifle and small arms range at that place.

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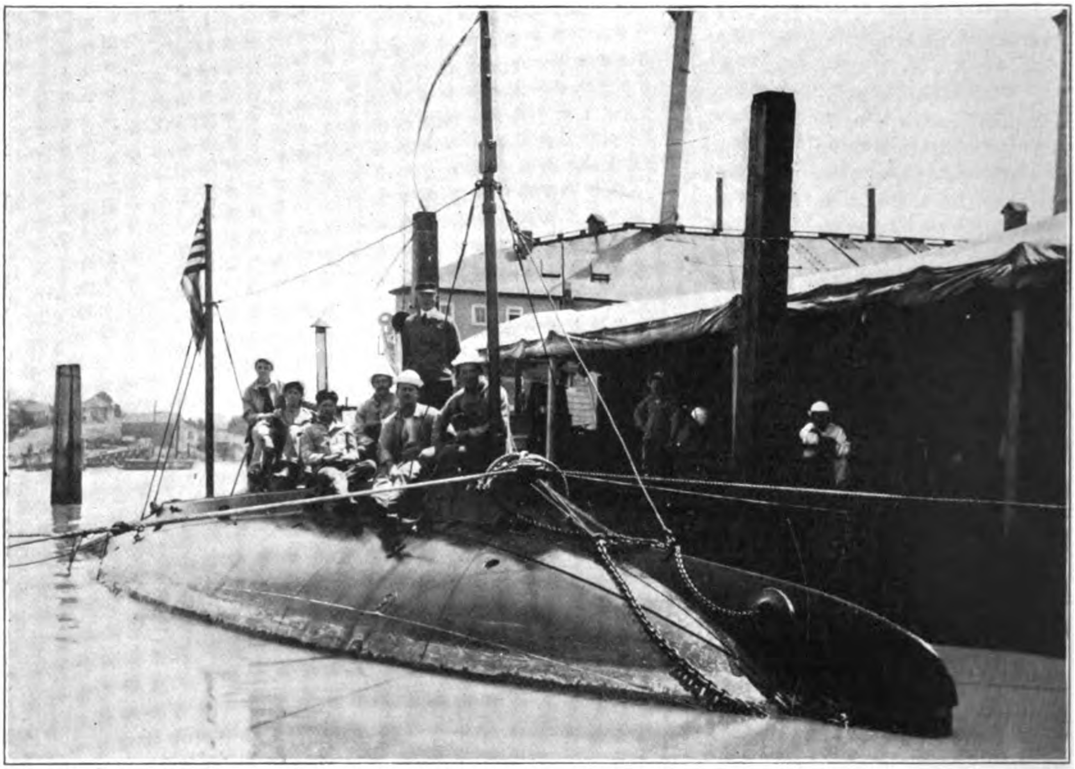
The new 14-inch gun intended for the Naval service was tested at Indian Head proving ground early in the month and its fitness for the sea service demonstrated. The authorities were pleased with the performance of the monster piece of artillery.



Submarine Boat "Pike" **Pitkin Photo**

SHIPS' NAMES IN GILT

When the Navy Department adopted gray as the color for all vessels of war, even the names of the ships, which are in raised letters, were painted gray. While the battleships were lying in the North river for the Hudson-Fulton celebration the letters were painted black, and with a glass it was easy to identify the various vessels from the shore. The names of the British ships there at the same time were in gilt. The Rhode Island, Connecticut, Ohio and Nebraska were subsequently fitted out at the New York Navy Yard for winter cruising. When they steamed away the names upon their sterns appeared in gold letters. In fact, in the future the names of all vessels of the Navy will be gilt.

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The Naval service is somewhat embarrassed by the increasing difficulty in filling vacancies among the musicians and the cooks and stewards on warships. These men were formerly recruited from aliens, but they, having lost hope of better pay or advancement, are returning to civil life. According to Rear Admiral Potter, chief of the bureau of navigation, Americans can not be induced to accept these places. He says that the present rates of pay of musicians and the messman branch must be materially increased if the complements are to be filled. The act of May 13, 1908, providing that enlisted bandsmen shall not play off of government reservations, he says, has rendered it impossible to obtain even low-grade musicians for the meager pay allowed.

* * * *

The ex-man-o'-warsmen in Cincinnati have recently organized a Navy Club. Temporary organization has been formed, with Lieutenant Carlos Bean, U. S. N., recruiting officer, as chairman, with a large membership composed principally of ex-man-o'-warsmen in the vicinity of Cincinnati. A deal is on for purchasing a club house. The idea of the organization is to encourage comradeship and fraternal intercourse, as well as retain their affiliations with the service.

* * * *

When the new drydock at Bremerton, Wash., is completed in September, 1911, it will be the only drydock in the United States capable of docking the battleship Wyoming, which will be launched early in 1912. The Bremerton dock will be 820 feet long, 92 feet wide at the top of the keel blocks and 102 feet at a distance 2½ feet above the keel blocks.

C. S. C. MEN SCARCE

"How shall we induce our men to continue in the Navy," is the subject of a very instructive article by Captain A. C. Dillingham, U. S. Navy. Captain Dillingham shows first why the percentage of continuous service men is small and then suggests probable changes to induce more men to ship for a second cruise.

At present 76 per cent of the Navy is on the first enlistment, 16 per cent on the second and 4 per cent on the third. Above three enlistments the percentage is very small. To increase the percentage of men in the second and third enlistments is the object of Captain Dillingham's investigations and in that way to increase the efficiency of the fleet.

The statistics for Captain Dillingham's article were gathered by contact with the enlisted personnel of ships and stations on the Atlantic coast. The main thing Captain Dillingham finds that he decides is unjust is the present 30-year retirement law. He suggests 25 years with retirement on three-quarters pay plus $15.75 for rations and quarters. He also wishes to allow enlisted men in the engineer's division to retire after 20 years if they so wish. It is further suggested that men after 10 years' service, who have become physically weak be allowed to retire with pay computed by multiplying one-thirty-second of the pay by the number of years' service they have to their credit. This would enable a chief petty officer, with a permanent appointment, to retire after 10 years' service on $28 per month, or after 15 years' service on $44.70 per month. He believes that this latter clause will cause 6,000 men to re-enlist.

A few minor suggestions are given on things that, in a lesser way, might tend to increase the percentage of continuous service men. He suggests, not an increase of pay, but an equalization of pay and also suggests that petty officers be made only in those ratings in which men should be petty officers from a military sense. This would mean the elimination of yeomen, hospital apprentices, bandsmen and all tradesmen from the rate of petty officer, although it would not lessen their pay.

The substance of Captain Dillingham's article has been forwarded to the committees of both houses of Congress for their consideration in enacting new legislation this session beneficial to the enlisted man.

* * * *

AMERICAN IS VICTORIOUS

An amusing story is related in the daily papers, of a bloodless encounter in Nicaragua between officers of the United States Navy and officials of the Nicaraguan government.

It seems that the officer of the Nicaraguan army who gave testimony of the execution of the two Americans, Groce and Cannon, to the American government, was wanted very badly by the Nicaraguan government, for a court martial and then execution. He applied to the American consul at Corinto for passage on the steamship City of Para for transportation to Panama to save his life.

The consul, an American Naval officer, arranged for the passage. When Captain Nelson of the City of Para applied at the customs house for clearance papers he was refused until he had delivered the Army officer to the Commandante of the port. He refused, and informed the acting consul, a Naval officer from the Albany. That officer wig wagged the message to Captain Oliver of the U. S. S. Albany and then waited.

Captain Oliver read the message and hurried ashore. He argued with the Commandante. The Commandante was firm. He wanted the man who had befriended the United States. The Commandante repeated his demands in strident tones. Captain Oliver bowed. He swept his hand to include the five American warships lying in the bay—the Albany, Princeton, Yorktown, Vicksburg and Buffalo—and gave the Commandante five minutes to sign the clearance papers.

In two and one-half minutes the Commandante surrendered and signed the clearance papers.

* * * *

Five enlisted men of the Navy received commendations or medals during the past months for bravery. Ellery C. Cope, ordinary seaman, was commended for jumping overboard to help a shipmate on the U. S. S. Constellation who had fallen from a swinging platform on the ship's side.

Silver medals were given R. W. Akers, seaman, U. S. S. Albany, for saving a shipmate from drowning in Nicaraguan waters; Michael J. Conlin, boatswain's mate, Thomas McDonald, gunner's mate, were given medals for rescuing shipmates. Philip Mullen, chief boatsmate, was awarded a medal for saving two civilians from a watery grave in North River, New York.

* * * *

France's 1915 program provides for the Navy enough new Dreadnaughts built and in commission to give her 19 altogether. There are 12 to be constructed in the next six years at a cost of $14,000,000 apiece. That will add some strength to the new triple alliance.

Service Wit and Rhyme

Just before the first liberty party shoved off at Manila, P. I., the surgeon came on the gangway ad gave his usual advice as to what to do to preserve our health while ashore. Among other things he said: "Men, whatever you do, don't touch any water." And we think they all obeyed him to the letter.

California "Grizzly Bear."

* * * *

The pen may be mightier than the sword—"But we're in the Navy now."

* * * *

The men who make the most fuss over the mess are those who are mostly used to "dining" at the Waldorf-Astoria—at Come-to-Hell, Arizona, or some such similar place.

* * * *

Most of the complaints regarding Navy life come from those who shirk their duty, pay attention to everybody's else business but their own, and by so doing bring punishment on themselves.

* * * *

Baldy (looking away off)—How clear the horizon is!

Luby—Yes; I just swept it with my eye.

* * * *

Overheard at the ball:

She: "I know a sailor has a sweetheart in every port."

He: "Yes. It's a storm in any port, not a port in any storm."

* * * *

"Take away those girls and what would follow?" was asked at an enlisted man's dance. "We would," answered the ship's company.

* * * *

ESCAPING STEAM

"Why do they always have quarters at sea? They know one can not jump ship then." So if any one is washed overboard he will be missed and the paymaster can stop his ration.

Georgia Cracker.

* * * *

A BLUEJACKET'S POSTCARD NIGHTMARE

Every day I send thee postcards,
Which for pennies I have bought,
Just to fill your wretched album,
I've no time for other thought.
I've no time to climb the mountains,
Visit churches, see the sights,
All the day I hunt thee postcards,
Which I mail to thee at night.

Knowest thou that these old pictures,
Could they speak, for me would say?
They would wish thee the nightmare,
They have been for me by day.

Louisiana Pelican.

* * * *

A landlubber, hearing the phrase "All hands and the cook," for the first time, asked why the cook was not included in "All hands."

"Well, I can't say as I know," replied the salty one, "but I suppose it's because the cook mashes the spuds with his feet."

* * * *

THE BUGLER

From "the Man-o'-warsman"

Who is it, every blessed dawn
Arouses us with brassy horn,
And makes us wish we'd ne'er been born?
The Bugler.
Who, with his blaring horn, bewails;
"I can't get 'em up, the lazy snails";
As we slowly rouse from dreamland's vales?
The Bugler.
Who calls us to our morning meal
When, decks washed down, we hungry feel,
And wash deck hose we quickly reel?
The Bugler.
Who draws from us most dismal groans,
As "brightwork" sounds in clarion tones,
Commanding us to stir our bones?
The Bugler.
When nine fifteen A. M. arrives
Who, blowing, "get your sword on," strives
To make a mockery of our lives?
The Bugler.
Who calls us here, and calls us there,
The livelong day, with strident blare;
To drills, to boats and everywhere?
The Bugler.
In port, at peace, or blows at sea,
When drills are o'er and weary we,
Who still aims blows at you and me?
The Bugler.
Again, as eve falls o'er the waters,
Who blows us up to "evening quarters,"
Where "monkey drill" is rudely taught us?
The Bugler.

At last when we with pipes alight,
Our murmered tales of home recite,
Who blows "Tatoo"? "Good night! Good night!"
The Bugler.
And when our days of life elapse
And Death our lifeless form enwraps,
Who sounds the sad and mournful "Taps"?
The Bugler.

Mayne Royal.

* * * *

WHO'S WHO AND WHY?

Just off Cavite
The Bamboo fleet
In peace at anchor lay;
The great "Big Eight,"
In war color paint,
Came steaming up the bay.

They loked so fine,
All up in line
And ready for the fray;
They steamed right past,
And anchored at last,
Just across the bay.

Some wanted to trade,
And with plans all laid
Intended to get on the big ones;
For the Bamboo fleet,
Which looked so neat,
Didn't have as many big guns.

On board they would go,
For they wanted to know
How nice the big ones would be,
With a shake of the head,
This is what they said,
"It's the Bamboo fleet for me."

They soon steamed out
And took the route
To Olongapo, P. I.,
And this meant work
And plenty of dirt,
"Clear ship for action," was the cry.

This soon was done,
And already for fun,
To see which was the pride;
It soon was o'er
And some got sore,
Most shots of their mark went wide

They began to sneer,
When the "Charlie" drew near,
(The Bamboo fleet's flag flier),
She was rather light,
And still painted white,
But she had come out to fire.

Bang! Bang! Bang!
The shots just sang,
As they sped on their way thru the air;
Crash, smash, smash,
After every flash,
And the target went down while the "Charlie" was there.

Now who are, who are, who are we,
We are, we are, we are the,
We are the boys of the Bamboo fleet;
We can shoot and we can work,
We can play and we can shirk,
And make all our records hard to beat.

C. H.
U. S. S. Chattanooga.

* * * *

Ryan—"Say Weber, have you washed your head this morning?"

"Weber—"Yes; why?"

Ryan—"Well, all bright woodwork is to be scrubbed this morning."

Weber—"! ? ! ? - . - ?"

The "Ess Dee."

* * * *

I'D BE SATISFIED WITH LIFE

If I could only own the U. S. Navy,
If the President would let me have my way,
I'd have parties every evening in the cabin,
All the officers would have to run away;
If Schlitz would only send down his whole brewery,
And some one'd take old Carrie for a wife
And keep her and her awful little hatchet—
Then I know that I'd be satisfied with life.

If I could have the captain scrubbing paint work,
The navigator leading out the hose,
The first luff shoveling coal down in the bunkers,
Have inspection every day of all his clothes;
If the paymaster would give me all the money,
I'd rent him out for South American strife,
I'd let them take the canteen if they'd keep him,
Then I know that I'd be satisfied with life.

If the ordnance officer had to shine gun bright work,
The boatswain had to clean the side,
If I could have the midshipmen for side boys,
And all the warrants were only tongue-tied;
If I could have you playing on the piano,
And you would only accompany me on a fife,
And some old girl would do a good, good can-can—
Then I know that I'd be satisfied with life.

The Entertainer.

THE LIBERTY-BREAKER'S FATE

By A. E. Bennett

A sailor in the heartless town
Alighted from a car,
And gazed with sad and anxious frown
Upon his ship afar.

The launch had gone,
And all alone
The lad stood on the pier,
While down his seamed and salty cheek
There coursed a crystal tear.

Apprentice Seaman Drilling at the Nav

"I've broke my lib—
I'll have to fib—
I've broke my liberty.
Oh-me, oh-my, oh-me, oh-my;
Oh-me, oh-my, oh-me."

But what is that which meets his eye;
That springs a hope within his breast?
It is a shore-boat drawing nigh,
Upon the billow's dancing crest.
"There yet is time, if I but speed!
I'll get fourth class; well is my need!"
'Twas thus he met the shore-boatman,
And said: "Please take me if you can."

"You wish a boat—"
Deep in his throat
The boatman croaked in glee—
"You wish a boat,
You wish a boat,
You wish a boat, I see!
Two dollars and a half, my boy,
Will be the fare," says he.

"I do not wish to buy a boat,"
The sailor frankly said;
Then up a hook
The boatman took
And rapped him on the head.

* * * *

The collier Prometheus was commissioned at the Navy Yard, Mare Island, Cal., on January 15th, and placed under command of Captain Worley, civilian, and a civilian crew. She is intended for service with the Pacific fleet.

STATION NOTES

The thirteenth annual grand ball of the U. S. Naval Training Station, San Francisco, Cal., was held on the eve of December 31, 1909, and continued until the new year was acclaimed. The ball was the most successful ever held on the training station, which place has become noted for its splendid enlisted men's dances.

Training Station, San Francisco, California

The attendance was far better than ever before and plans made by the committees worked to better conclusions. The decoration of the mess hall was most artistic. The officers of the station and their friends were the guests of the enlisted men. All enjoyed a very pleasant evening. The station band furnished music.

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A bill has been introduced in Congress asking for a $100,000 appropriation for a new lighthouse on Yerba Buena Island, San Francisco, on which island the Naval Training Station is located.

A pulling boat from the Training Station, San Francisco, was caught in the tide on January 9th, and drifted perilously near Point Bonita. Sail was hoisted but the boat was unable to beat back against the tide and wind. The revenue tug Golden Gate towed the boat back.

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NEW COMMANDANT

Rear Admiral John B. Milton, United States Navy, assumed command of the United States Naval Training Station, San Francisco, Cal., on January 18, 1910. He is commandant of the station and commanding officer of the U. S. S. Pensacola. Rear Admiral Milton's commission as rear admiral will be dated from January 9, vice Rear Admiral Kimball, at present commanding the expeditionary forces in Nicaragua on the Atlantic side, who was retired that date by law.

Before taking command of the training station Rear Admiral Milton was for several years commanding officer of the U. S. S. Independence at Mare Island, Cal. Previous to that assignment he was at sea. He entered the Naval service July 26, 1886, just at the close of the Civil war.

For several years the training station has been commanded by an officer junior to a Rear Admiral, although it is a Rear Admiral's command. The last Rear Admiral to be commandant was Rear Admiral Whiting. Captain Bull and Captain Perkins were commandants after him but both were transferred before reaching flag rank.

Yerba Buena island is fortunate in securing the services of Rear Admiral Milton as commandant. His residence at Mare Island places him in touch with local conditions before his transfer and he will not have to devote several months to learning the business of the station before active work.

* * * *

TO COMMISSION NEW SHIPS

The Navy Department plans to place in commission by the end of the calendar year, 1910, the battleships Michigan about the 1st of January, the South Carolina later and the Delaware and North Dakota in the spring. There will be placed in commission in that period also twelve destroyers, two submarines and two colliers. The problem is, of course, to get the enlisted force for these vessels. Part of that force will be furnished when the Ohio, Wisconsin and Missouri go out of commission to be placed in reserve. That will release about 2,100 men. Then it is anticipated that the Denver and three vessels of her class will be replaced by the New Orleans, Cincinnati and Raleigh, which are practically of the same class. Each of the destroyers will require 82 men, while each submarine will need 16 men.

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MARKS FOR TORPEDO SHIPS

All torpedo vessels shall wear distinguishing marks as follows, in accordance with their assignments: Each vessel shall carry on the second funnel from forward, on each side thereof, in polished brass figures, the number of her division. These numbers shall be 24 inches high for destroyers and 20 inches high for torpedo boats. The tops of the figures shall be at a distance below the top of the funnel equal to one-half the fore and aft diameter of the funnel.

Each vessel shall carry a masthead shape, in accordance with her number in the division, as follows:

No. 1 (flagship of division). Pennant of division commander.

No. 2. Sphere.

No. 3. Triangle, apex up.

No. 4. Three crossbars.

No. 5. Double triangles, bases at top and bottom.

Each destroyer or torpedo boat shall carry the number of her division on each bow and quarter, the same in character as those on the funnel.

Each submarine shall wear the number of her division in brass figures 14 inches high, to be located under and between the periscopes, the top of the figure to be 1 inch below the top of the fair water. Below this, with its top 6 inches below the bottom of the division number, shall be a similar figure representing the number of the boat in her division.

When maneuvering, to avoid the rays of a searchlight, these brass numbers may be covered with painted canvas. Other bright work will be similarly covered, where it is impossible to keep it painted.

Submarine Boat Flag.—This flag, as described in the signal book, will be displayed whenever submarine boats are operating at exercises in which they are at any time submerged. This flag should be displayed from the masthead of the tender, and in the bows of accompanying launches.

Distinguishing pennants will be worn as follows:

The fleet commander will fly aboard the vessel to which he is regularly attached, and in the bow of a boat in which he may be officially embarked, the fleet distinguishing flag of the Eleventh Fleet.

The commander of each torpedo and submarine division will fly, aboard the vessel to which he is regularly attached, and in the bow of a boat in which he may be officially embarked, the fleet distinguishing flag of the fleet to which assigned, surcharged in each case by the number of the division, in Arabic numerals, in red on a blue or a yellow ground, and in blue on a red ground.

* * * *

Official orders have been issued by the Navy Department for the summer cruise of the California Naval Militia. In the cruiser Marblehead, that organization will leave San Francisco on July 17 and cruise until July 24, one week. Some members of the Militia will not join the Marblehead but will be detailed for a week's instruction on board the vessels of the Pacific fleet. The Militia will have no target practice.

Finished Coaling Ship **Pitkin Photo**

HAD EYES STRAIGHTENED

A young man recently applied at the Navy recruiting station in Cincinnati, and when he appeared before the surgeon he was rejected on account of being cross-eyed. A few days later he returned, all smiles, and it was found that his eyes had been straightened by a successful operation at a hospital. He was thereupon accepted and sent to the training station.

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ARE LINE OFFICERS

Article 8C, paragraph 3, of the United States Navy Regulations, 1909, has been amended to read as follows: "Chief boatswains, chief gunners, chief machinists, boatswains, gunners and machinists are classed as line officers of the Navy; chief carpenters, chief sailmakers, carpenters, sailmakers and pharmacists, as staff officers."

This makes the change of placing chief machinists and machinists as line instead of staff officers. Commissioned engineer officers of the Naval establishment are members of the line.

DROWNED AT MARE ISLAND

Joseph Deininger, chief machinist's mate of the torpedo boat destroyer Truxton, was drowned in Mare Island channel while returning to his ship, on January 1st. Deininger, who was accompanied by a shipmate, grasped the guard ropes of the Truxton as he went aboard, but they slackened and gave way, and he fell overboard.

* * * *

CLAIMS CHAMPIONSHIP

The battleship Nebraska claims to be the all-round champion ship of the Navy. She credits herself with more trophies than any other ship or station. She has the basketball, football and baseball pennants of the Atlantic fleet and quite a collection of rowing and boxing cups annexed since the Nebraska joined the Atlantic fleet on the Pacific side in the spring of 1908. In July, 1908, the Nebraska lost the Shreve cup for the champion ship of the Navy in baseball to the Naval Training Station, San Francisco, Cal. It would now be interesting to see the Nebraska and the West Virginia, the OUR NAVY trophy champions of the Pacific, play for the championship of both fleets.

THREE LAUNCHES SINK

Three launches belonging to the battleships of the North Atlantic fleet, anchored in the North river, were sunk while attempting to plow their way through the ice along the river bank to take aboard 200 sailors, who had been forced to remain on shore all night.

The sailors in the launches were rescued from the icy waters after narrow escapes from drowning.

* * * *

Regulation of all wireless telegraph stations by the Government is the subject of a resolution introduced in the House of Representatives, and which, probably, will meet with the sanction of the members of both houses of Congress.

It is proposed to appoint a commission composed of one officer of the Navy, one officer of the Army and one officer from the Treasury Department service, which board shall have federal control of all wireless stations in the continental and insular limits of the United States.

* * * *

The U. S. S. New Orleans put to sea on January 9th, bound for Asiatic waters, but returned to Mare Island the following day with leaky boilers. The New Orleans had been out of commission several years and she had not been given the usual shaking down trial before putting to sea for a trip. It will be several weeks now before she starts.

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When placed in commission next spring the battleship Indiana will be fitted with the La Coste sea brake, a new invention intended to make quick maneuvering in the sea more feasible. A series of fans on the hull complete the brake.

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Chief Gunner Andrew Olsson, U. S. Navy, is the author of a series of publications, the first of which "Motor Control as Used in Turret Turning and Gun Elevating," is now ready for sale. The books are published by D. Van Nostrand Company, of New York City.

* * * *

A new paper called the "Navy Yard American" has been established at the Bremerton Navy Yard. It will devote its pages to news of the Navy Yard and Naval service.

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The Arethusa, known as the "water wagon" among the west coast bluejackets, has been ordered to the east side and is to be used as a training ship. She left January 8th.

BENEFICIARY SLIPS CHANGED

The wording of the "death beneficiary" slips, giving to the beneficiary of every officer and enlisted man of the Navy, six months pay, less funeral expenses, in case of death, has been amended. Instead of reading, "contracted in line of duty," it will read, "not the result of his own misconduct." The funeral deductions in case of an officer are $75, and for an enlisted man $35. This will not necessitate the making of new beneficiary slips or "wills," as they are more commonly termed in the personnel.

* * * *

Plans are being rushed at Mare Island for the installation of the new fire control masts on the big eight, as soon as the cruisers return from their Asiatic cruise, about February 15th. All the large cruisers will receive two of these masts.

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The battleship Utah was launched late last month at Camden, N. J. She is a sister ship of the Delaware. Her displacement is a trifle larger and her steaming radius will be greater. She is the last ship of her class to be launched, as the next battleships are to have 26,000 tons displacement.

* * * *

An examination for appointment as assistant paymaster in the United States Navy was held in Washington, D. C., in January. But three out of 13 candidates passed the required examination. They are: Paul A. Clarke of Andersonville S. C.; Irwin D. Coyle of Princeton, N. J., and Duette W. Rose of Lockport, N. Y. As there are four vacancies in the grade, a second examination will be held this spring.

* * * *

The Y. M. C. A. has inaugurated a course of training for enlisted men of the Navy who desire to study for chief petty or warrant officer. S. M. Smith, educational director, Naval Y. M. C. A., Norfolk, Va., has charge, and men desiring to better themselves would do well to correspond with him.

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The commander-in-chief of the Asiatic fleet presented a gold loving cup to the Mikado of Japan January 17, in honor of the visit of the Atlantic fleet to Japanese waters, two years ago.

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The French sloop of war Martial sank off the coast of Minorca island in the Mediterranean sea, January 17. Three men were drowned and several injured.

IRIS LAUNCH SINKS

While running in the Vallejo channel a steam launch from the U. S. S. Iris collided with the ferry boat Arrow, sinking the launch and endangering the lives of Lieutenant Richardson and the members of the crew. The launch was connecting with the Arrow to land Lieutenant Richardson on that vessel. Coxswain Foley swung the launch sharp down steam while in mid channel and crashed into the stern of the Arrow. Foley was awarded a summary court martial for his carelessness.

* * * *

Germany has passed the United States in the struggle for the supremacy of the seas. Before the end of the year 1910 Germany will be the second Naval power of the world, surpassed only by Great Britain. In the number of ships now laid down, combined with the vessels afloat, the aggregate displacement of the German warships will exceed that of the United States by a fraction and will have drawn away from France by a difference in displacements of more than 50,000 tons.

* * * *

The declaration signed by representatives of ten Naval powers in London, last year, has been sent to Congress for ratification. This agreement covers all rules for Naval warfare, describing contraband and such like. If ratified by the governing bodies of the ten largest powers it will become obligatory upon all smaller countries.

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Argentine Republic and Chile have both authorized expenditures for two battleships of the Dreadnaught class. The vessels will be similar for both countries. They will have a displacement of 28,000 tons and carry twelve 12-inch guns.

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The announcement is made that the first class cruiser Montcalm of the French Navy will visit San Francisco and other ports on the Pacific coast during the summer months of 1910. The Montcalm has been refitted at Brest, France, and will be stationed in the Pacific ocean to represent that government.

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Frank Brown, chief boatswain's mate, was retired on the U. S. S. Constellation.

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NEW WARRANT OFFICERS

The results of the last examination by enlisted men for promotion to the grade of warrant officer have been announced. Thirteen machinists, seventeen boatswains and twenty gunners were appointed. The names and present duty of the new officers are as follows:

Machinists—
F. Smith, U. S. S. Wabash.
E. G. Herzinger, U. S. S. Wabash.
H. J. Reuse, U. S. S. Indiana.
R. G. Moody, U. S. S. Indiana.
J. McN. D. Knowles, U. S. S. Franklin.
C. F. Beecher, U. S. S. Wabash.
F. R. King, U. S. S. Independence.
W. H. Hubbard, U. S. S. Franklin.
J. MacIntyre, no duty.
W. C. Staufer, no duty.
E. W. Dobie, U. S. S. Independence.
S. H. Badgett, U. S. S. Hancock.
J. A. Davie, U. S. S. Wabash.

Boatswains—
E. F. Hosmer, no duty.
E. Couch, no duty.
F. E. Chester, no duty.
J. D. Pennington, U. S. S. Hancock.
D. Dowling, U. S. S. Independence.
J. E. Quirk, U. S. S Franklin.
W. G. A. Scherwin, U. S. S. Independence.
A. M. Smith, U. S. S. Wabash.
W. DeFries, U. S. S. Independence.
W. P. Simmons, U. S. S. Franklin.
J. B. Hupp, U. S. S. Hancock.
J. J. O'Brien, U. S. S. Wabash.
F. G. Mehling, U. S. S. Wabash.
P. H. Bierce, U. S. S. Wabash.
E. R. Piercey, U. S. S. Franklin.
W. R. Buechner, U. S. S. Hancock.
W. B. Meeter, U. S. S. Independence.

Gunners—
O. Ossenger, U. S. S. Mayflower.
J. Chamberlain, U. S. S. Wabash.
L. Rodd, U. S. S. Wabash.
A. D. Freshman, U. S. S. Wabash.
D. P. Henderson, U. S. S. Hancock.
F. C. Wisker, U. S. S. Indiana.
J. K. Thompson, U. S. S. Indiana.
L. M. Wegat, U. S. S. Wabash.
A. E. Skinner, U. S. S. Indiana.
C. W. A. Campbell, U. S. S. Hancock.
H. E. Stevens, U. S. S. Hancock.
H. McEvoy, U. S. S. Hancock.
E. C. Wurster, U. S. S. Hancock.
A. B. Dorsey, U. S. S. Franklin.
J. C. O'Meara, U. S. S. Franklin.
H. A. Pinkerton, U. S. S. Franklin.
H. Kossler, U. S. S. Franklin.
O. A. Anderson, U. S. S. Franklin.
G. C. Tanske, U. S. S. Indiana.
E. Wenk, U. S. S. Indiana.

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MIDSHIPMAN DISMISSED

Midshipman Joseph E. Austin of the U. S. S. South Dakota, was dismissed from the Naval service because he married in violation of an order issued during the Roosevelt administration.

This order was to the effect that a midshipman must not marry without the consent of the department, although he had completed the course of instruction at Annapolis, under penalty of dismissal.

Midshipman Austin was appointed to the Navy from New York, but he was married in Honolulu on the visit of the South Dakota to that port recently.

SOUTHERN PACIFIC SPORTS

An athletic and social entertainment was held by the vessels of the Nicaraguan Expeditionary Squadron at Corinto, Nicaragua, on December 25, 1909. The H. M. S. Shearwater participated in the events. The U. S. S. Princeton was absent that day and did not enter crews in any events. The results of the sports were as follows:

1. Whaleboat race—Albany, won; Shearwater, second; Yorktown, third; Buffalo, fourth.

2. Gig race—Yorktown, won; Shearwater, second. As the Yorktown crossed the line the Albany and Vicksburg trailed oars and did not cross.

3. Short distance swim—Feeney of Yorktown, won.

4. Long distance swim—Carpenter of Albany, won; Knowles of Yorktown, second.

5. Four-man punt race—Albany, won; Yorktown, second; Vicksburg, third.

6. One-man wherry race—Albany, won; Vicksburg, second; Shearwater, third; Yorktown, fourth; Buffalo, fifth; Shearwater, sixth. Shearwater entered two boats.

7. 10 and 12-oared cutter race—Buffalo, won; Yorktown, engineers, second; Buffalo marines, third; Yorktown deck, fourth; Vicksburg, fifth; Shearwater, sixth; Albany, seventh.

8. Two-paddled canoe and four-oared wherry race—The crews in these races were commissioned and warrant officers from the American and English ships. Albany wherry, won. Albany canoe, won.

The following musical and entertaining program was held in the evening at 7:30 o'clock:

Music by H. M. S. Shearwater's string orchestra.

1. Solo—A. R. Mitchell, flagship Albany.
2. Four-round bout—Boquett (Buffalo) vs. Peterson, A. (Albany).
3. Monologue—H. M. Bernstein, flagship Albany.
4. Solo—Hughes, Shearwater.
5. Four-round bout—Trescott (Shearwater) vs. Sabornido (Albany).
6. Comic sketch, Yodle—J. W. Hanson, flagship Albany.
7. A few steps—"Hans" Krieger, flagship Albany.
8. Four-round bout—Foster (Shearwater) vs. Shelton (Vicksburg).
9. Solo—D. A. Andrews, flagship Albany.
10. Flagship Albany's quartette—Butts, Byrne, Hanson, A. R. Mitchell.
11. Pie-eating contest—Entries from all ships.
12. Four-round bout—Young (Buffalo) vs. Meade (Buffalo).
13. Four-round bout—Bryan (Albany) vs. Cox (Buffalo).
14. Battle royal—Open to all ships. Four men.

Referee boxing contests—Captain Harry Lay, U. S. M. C.

Time-keeper—Carpenter Mackle, Albany.

Prizes—$5 to winner; $3 to loser.

Pie-eating contest—First prize, $3; second prize, $1.

In the bouts, No. 2 was a draw; No. 5 went to Trescott on points; No. 8 went to Foster on a foul; Young won in No. 12 on points, and No. 13 was without a decision.

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Phelps squadron No. 12, United States Veteran Navy, installed the following officers for the coming year at the January meeting:

Captain, Joseph Hawley; commander, George Dueland; lieutenant commander, Alexander Anderson; lieutenant, John Roberts; ensign, William Walsh; paymaster, Thomas A. Nerney; secretary, Charles Dutreaux; surgeon, Edwin Val Schmidt; Chaplain, Frank Johnson; engineer, Robert R. Kilgore.

After the ceremonies of installation Commodore Peter H. Mass, acting for the shipmates of the squadron, presented Paymaster Nerney with a gold anchor watch charm.

THE YEOMAN SCHOOL

I was rather amused upon reading, in your last issue, the incoherent diatribe of a contributor to your esteemed monthly. The Yeoman School was chosen as the "goat" and the medium by which mother English received several new twists.

Inconsistency is the article's most striking characteristic, for in the first paragraph we observe a flat contradiction. Your contributor stated that the department has overlooked the Yeoman branch and then asserts that this same branch has extended rapidly. Is it quite fair to assume that the department has been sleeping during this period of rapid development?

Another statement reads thus, "The present system depends upon the ability of the chief yeoman as an instructor, and as most men are not good teachers, the landsman generally receives a poor quality of instruction while attending the Yeoman school." Following out such a line of reasoning we are forced to believe that Yale and Harvard graduates are but poorly educated because their instructors are men. Why not place lady teachers in charge at the Yeoman schools? After consulting several landsmen on this subject I am forced to believe that this plan would meet with their hearty approval.

The statement that a man has to unlearn what he has been taught in the schools has been contradicted by a chief yeaman who has learned by experience exactly what the capabilities of a new man are. He believes, however, that the time for instruction might be increased. But to say that systems, taught by men who have found them of practical value aboard sea-going ships, are useless, is far from fact and unjust to a man who works day and night to make successful yeomen of landsmen. If one will bear in mind that a position aboard a ship is, in a way, peculiar, and that a man has to learn a ship to be a good yeoman, the trouble experienced breaking in a new man is accounted for.

Of course it is an impossibility for a man to acquire, in four months, the knowledge necessary to the carrying on of work in all departments, and this without working in these departments. The writer does maintain, however, that a student who is conscientious and who really makes an honest effort, can acquire knowledge which, when coupled with a few weeks' experience in an office, will make him a credit to the school and to his instructor.

The idea of giving a man second class because he writes shorthand has been ridiculed. The only thing to be said in this connection could be covered by going into any business house on shore. While the typist is paid $8 to $15 a week, the stenographer receives from $12 to $25 or $30. Another practice condemned by your contributor is that of rating a man second class when he writes sixty words a minute, shorthand. Of the second class yeomen rated at the school on this station, many reach a speed of a hundred words a minute, several do much better, and a few become very expert, writing from one hundred and twenty-five to one hundred and fifty or more. Within the last four months only one man fell below eighty words a minute. His average was seventy words a minute, the lowest number that will be accepted as a passing mark. Surely such a showing might satisfy the most exacting critic.

This short article is not meant to be an argument. The subject under discussion does not require that. The yeoman school is open to all and I believe that one seeking information could be supplied to a better advantage by a visit to the school.

A law school does not turn out shining lights in the legal profession; a school for engineers does not turn out brilliant engineers: the graduates of those schools still have a thing or two to learn. Then why expect the Yeoman School to turn out chief yeomen? Do not judge the school by men who are constantly planning the easiest way to borrow $5 and get their names on the liberty list. Look about. There are many earnest workers in the yeoman branch. The workers are all making good, eh?

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NEW TORPEDO

A new type of torpedo for use of the Navy has been developed. Satisfactory progress in the manufacture of them is being made by the contractor, the E. W. Bliss Company, of Brooklyn. Some of the torpedoes have already been accepted after test at the contractor's testing plant at Sag Harbor, Long Island. These torpedoes, after they pass the tests on the trial range, are sent to the Naval torpedo station at Newport for final adjustment before issue to the service.

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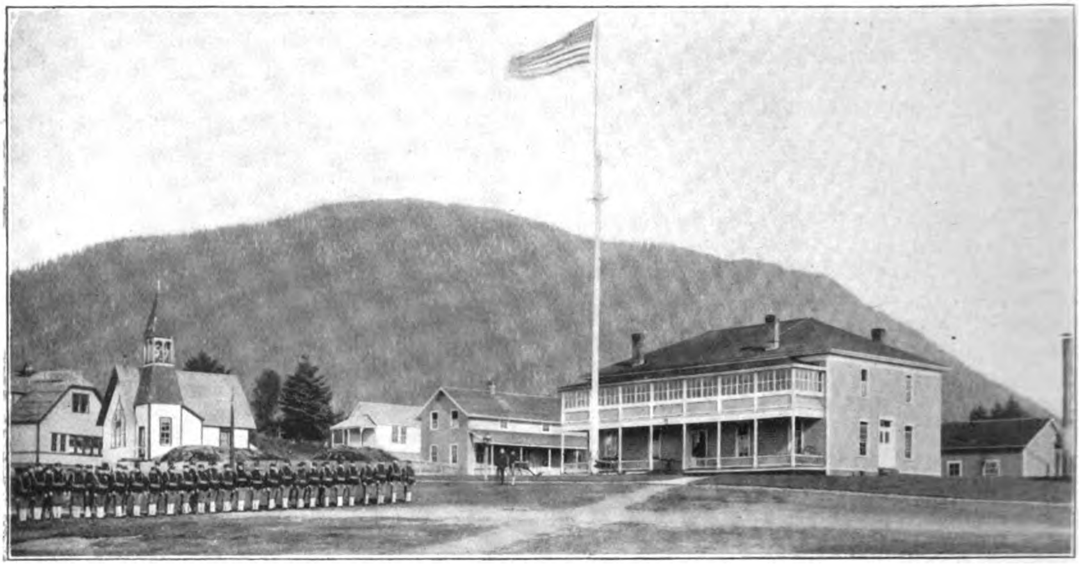
Senator Newlands of Nevada has asked Congress to sanction the building of 30 vessels, not exceeding 6,500 tons, for use as auxiliaries to the United States Navy. His plan is to extend the construction of these vessels over several years and build them both in private shipbuilding yards and Navy Yards. The aggregate cost is estimated at $30,000,000.



Marines at Sitka, Alaska

Corporal J. N. Chase, U. S. M. C., was drowned at Sitka, Alaska, while duck hunting in a gasoline launch in Hally's bay, with Corporal Bremen. The two men were on their way to the hunting ground when Chase fell overboard. Bremen heard the splash and stopped the engine and threw an oar to his comrade. He then ran the boat back, but Chase did not come to the surface. Chase was from Philadelphia, Pa.

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MARINE TO HELP NAVY

"Our Flag," a magazine published by the Merchant Marine League of California, publishes an article calling for a naval reserve composed of American seamen now going to sea in American bottoms. It says:

> In order to bring the merchant marine into closer touch with the Navy, the question of a national naval reserve should receive careful attention. The providing of ships and men for the Navy in case of need is held, and rightly so, as one of the reasons why our merchant marine should be aided to the extent necessary to enable it to hold its own with the ships of other nations. As this article deals with the seamen only, it is not necessary to go into all the provisions that a naval reserve measure should contain, but as regards the seamen, when a man has reached the proficiency to enable him to be enrolled as a qualified seaman in the naval reserve, he should then receive as a retainer $60.00 a year and a suit of naval reserve clothes every two years.
>
> While at drill his pay should be $2.00 per day and board allowance, and his drill time should be so arranged as to cover two years each time. Subject to the due performance of his duties as a member of the naval reserve he should be granted a deferred pension certificate which will entitle him to a pension of $120.00 a year at the age of 60. or previously if incapacitated. It is desirable to have the goodwill of the seamen's friends in the fight for a merchant marine. for surely the American seaman wants American ships and he wants such laws as will insure his comfort while serving on them.

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DOUBLE ENLISTED FORCE

The strength of the personnel of the United States Navy would have to be doubled to place all ships in commission on a war footing, is the astounding statement issued by the Bureau of Navigation, according to press dispatches. The present authorized enlisted strength is 45,000. The bureau states that 3,890 officers and 72,281 men would be needed in time of war for cruising vessels, exclusive of shore stations and station ships. As about 5,000 men of the Navy are serving on shore, it is seen clearly that almost twice the present number would be needed to mann every ship in case of necessity.

Plans to remedy this defect are advanced by the bureau for the present session of Congress to act upon. It is proposed to increase the enlisted personnel gradually to 60,000 men of all ratings, which number, according to the bureau, would make a peace footing for all ships. The exact numbers are 60,902. To supply the other 11,000 in war time, Congress will be asked to increase the Naval militia from 6,300 to 10,000 and place those organizations upon the same footing with the Navy as the State militia is with the Army. As a preliminary to the plan to increase the efficiency of the Naval militia the department is sending each detachment of the militia modern guns and training apparatus. Four-inch rifles and morris tubes for sighting drill will be in every militia armory. Some sections of the State Naval militia have already received these guns.

Every enlisted man of the Naval service will lend his support to the plan of the departmen to increase the personnel. It would mean full complements and pleasanter duty. Since the present strength of the Navy was authorized, the Navy has placed in commission several vessels that require crews of 400 to 800 men. These ships quickly reduce the number of men available for the smaller vessels and, as a consequence, the ships of light tonnage are being placed out of commission or in reserve.

The Navy at present is short some men under the allowance. Recruiting has been excellent, but very few stations have been open, and traveling recruiting parties, visiting little frequented inland sections, have been entirely disposed of. These are to be started again, immediately, and before the end of the present fiscal year it is proposed to have the full number of 45,000, enlisted and, recruiting parties well established to raise the strength to whatever number Congress allows, in the most expedient manner.

Every Navy Yard and station has been called upon by the department to submit lists of names of men available for recruiting duty. These men, under experienced recruiting officers, will be sent through the inland States. A vigorous campaign will be made and the full complement quickly attained. The men who make good during this campaign will be kept track of by the bureau and, when larger stations are formed, the best men will stand in line for the most desirable billets.

Recruiting service has always been attractive after a cruise or two spent at sea. It provides new sights and new pleasures and gives a bluejacket a chance to become better acquainted with the civilian's view and the Navy. In most cases men who are especially qualified are sent on recruiting parties and in that way a desirable impression of the Navy is left in the towns where recruiting parties are stationed. The new scale of extra compensation for this work, allowing men enough to pay their board and room easily, places the recruiting service on an equality, possibly above, men in similar positions in civil life.

It is hoped that Congress will grant the request of the bureau to increase the regular Navy and also the Naval militia. The militia could easily be made better, although at present it practically would be the only volunteers for the Navy obtainable.

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DUNGAREE DOPE

By

ALFRED E. BENNETT.

Two gunner's mates, third class, graduates of the Gunnery and Torpedo school at Newport, have reported on the mother-ship, Iris, for duty with the Pacific torpedo fleet.

Why is a torpedo? This, and other equally baffling questions will now be answered once and for all time. For these men are experts. They are on to the very latest wrinkles in the Whitehead line. They are able to say the gyro multiplication tables backward. By just a casual glance in the direction of a Whitehead, or a perfunctory pat on his flank, they can state positively whether he will broach, swerve, or amble.

There was a bit of unconscious humor in the sending of experts to a fleet which numbered Paul Jones and Perry in her complement. But then, a little joke now and then helps considerably.

One thing is certain and satisfying. If the Jones and Perry fail to make over 9.28 out of 12 in the coming practice, they will be able to learn the reason why.

The Pacific torpedo fleet is on edge awaiting the decision of the Department awarding the black-balled pennant of excellence, for the battle practice of 1909.

The destroyers Perry and Paul Jones lead the rest of the navy by a dozen lengths, and the Perry nosed her rival out at the wire, according to the score.

Although finishing second, it is rumored that the Paul Jones is to win after all by a piece of chalk. During the shoot, the Jones had all her unnecessary articles to a battle, chalked "overboard." It is claimed that this was one of the conditions of the shoot. The Perry, however, failed to observe this formality of the chalk-mark, and hence, the rumor. No one doubted that the Perry was cleared for action, for, after her run, the sea was covered with tattered bits of target.

There is a vague gyro rumor that the Pacific torpedo fleet, after record practice in the spring, is to make a cruise around the Horn, going as far north as the Argentine. This hum of the busy gyro is seconded by the receipt on board of various charts, etc., necessary to such a cruise.

An Asiatic torpedo fleet has been organized, consisting of the torpedo and submarine vessels in the waters of the Philippine Islands.

Upon the return of the Pacific fleet to the west coast the West Virginia and Maryland will be detached from the fleet and placed temporarily in reserve at the Navy Yard, Mare Island, Cal., for alterations to their machinery.

The orders directing that the Chicago be placed out of commission at the Navy Yard, Philadelphia, Pa., have been revoked. The vessel will be sent to the Navy Yard, Boston, Mass.

The New Orleans, which left the Navy Yard, Mare Island, Cal., on January 8th, for Honolulu, has returned to the Mare Island yard for repairs. Upon the completion of these repairs, which are expected to take about a month, the vessel will proceed to the Asiatic station as originally intended.

The present third squadron of the United States Pacific fleet will hereafter be known as the United States Asiatic fleet, and the commander thereof will be designated as a commander in chief.

The United States Pacific fleet will consist of the present first and second divisions.

The present third division of the Pacific fleet (Milwaukee and St. Louis) has been detached and the vessels will continue in reserve.

The smaller vessels on duty in Central American waters will not be considered as attached to either fleet. The Atlantic fleet will remain at Guantanamo Bay until about May 1st, and then return north.

The armored cruiser squadron has been disbanded, and the vessels composing it (North Carolina and Montana) have been detached from the Atlantic fleet and assigned to special service.

The Michigan was placed in commission on January 4th, at the Navy Yard, Philadelphia, Pa.

The Preston was placed in commission on December 24th, at the Navy Yard, Philadelphia, Pa.

The submarine Snapper was delivered to the Government by the vessel's contractors on December 22d, at the Navy Yard, Boston, Mass.

The torpedo boats Bailey, Thornton, Tingey and Wilkes were placed in reserve on December 22d, at the Navy Yard, Charleston, S. C.

The Ohio was placed out of commission on December 20th, at the Navy Yard, New York.

The Iroquois, now at the Naval station, Hawaii, has been ordered to the Navy Yard, Mare Island, Cal., in convoy of the Denver and Galveston, to be placed out of commission.

Upon the arrival of the Denver at the Navy Yard, Mare Island, Cal., the vessel will be placed out of commission.

Upon the arrival of the Galveston at the Navy Yard, Puget Sound, Wash., the vessel will be placed out of commission.

March 1st has been set as the tentative date for the commissioning of the South Carolina at the Navy Yard, Philadelphia, Pa.

The New York was placed in reserve on December 31st at the Navy Yard, Philadelphia, Pa.

Tne seventh torpedo division of the Atlantic fleet has been organized, and will consist of the Smith (flag boat), Preston, Flusser, Reid, and the Lamson, when that vessel is commissioned

The New Orleans, now at the Navy Yard, Mare Island, Cal., has been ordered to proceed to the Asiatic station. The vessel will proceed via Honolulu, Guam, and Yokohama.

Upon the arrival of the Pacific fleet at Honolulu, about the 1st proximo, the commander in chief will shift his flag from the Tennessee to either the California or South Dakota; the Tennessee and Washington will then proceed direct from Honolulu to the Navy Yard, Puget Sound, Wash.

The third submarine division of the Atlantic torpedo fleet has been organized, and will consist of the submarines Grayling (flag boat), Narwhal, Stingray, Tarpon, Bonita, and the Salmon and Snapper, when these boats are placed in commission, with the Castine and Nina as tenders. The submarines of this division will not proceed to Charleston, as was originally intended, but will remain at Boston until spring.

The destroyer Preston was delivered to the Government by the vessel's contractors on December 21st at the Navy Yard, Philadelphia, Pa.

The Rowan was placed in full commission on December 21st, at the Navy Yard, Mare Island, Cal.

The Naval Academy practice squadron for next summer will consist of the Iowa, Massachusetts, and Indiana. It is expected that these vessels will be ready for commissioning about March 1st.

The Iris, now at the Navy Yard, Mare Island, Cal., has been ordered to proceed, upon the completion of certain repairs, to San Diego, Cal., to be moored there for an indefinite period for service as a stationary base for torpedo vessels in that vicinity.

The Marblehead, now at the Navy Yard, Mare Island, Cal., has been ordered prepared to be loaned to the State of California as a substitute for the Alert, which latter vessel will be returned to the Government.

* * * *

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED JANUARY 25, 1910

Ships marked * address care Postmaster, New York.

Ships marked ** address Pacific Station via San Francisco, Cal.

Name. Type. Tonnage At

*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Corinto.
**Annapolis, gunboat. 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Jolo, P. I.
**Arethusa, supply ship, 6,200 tons; Panama.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Bailey, torpedo boat, 280 tons; Charleston.
*Bagley, torpedo boat, 175 tons: Charleston.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle. torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; Hampton Norfolk.
*Blakeley, torpedo boat, 175 tons; Charleston.
**Buffalo. auxiliary. 6,000 tons; Corinto.
*Bonita, submarine; Boston.
**California. armored cruiser, 13,680 tons; sailed for Honolulu.
**Callao. gunboat. 243 tons; Swatow.
*Castine, gunboat. 1,117 tons; Navy Yard, N. Y.
*Celtic. supply ship; Guantanamo.
**Charleston, cruiser, 1st class, 9,700 tons; Yokohama.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser, 3,750 tons; Guantanamo.
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Philadelphia.
**Cleveland, cruiser, 3d class, 3,200 tons; Olongayo.
**Colorado, armored cruiser, 13,600; sailed for Honolulu.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; Guantanamo.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; South Drill Grounds.
*Cumberland, sailing ship; Newport.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Charleston.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; Mare Island.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class, 3,200 tons; Honolulu.
*Des Moines, cruiser, 3d class, 3,200 tons; Bluefield.
*Dixie, transport; Philadelphia.
*Dolphin, gunboat, 1,486 tons; sailed for Washington.
*Dubuque, gunboat, 1,085 tons; Navy Yard, N. Y.
*Dupont, torpedo boat, 165 tons; Charleston.
*Eagle, converted yacht; Bocas del Toro.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
Flusser, torpedo boat destroyer; Charleston.
**Galveston, cruiser, 3d class, 3,200 tons; Honolulu.
*Georgia, battleship, 14,949 tons; Guantanamo.
*Glacier, supply ship, 7,000 tons; sailed for Honolulu.
**Goldsborough, torpedo boat, 255 tons; Mare Island.
**Grampus, submarine; Mare Island.
*Grayling, submarine, Boston.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,790 tons; Norfolk.
**Helena, gunboat, 1,392 tons; Shanghai.
*Hist, converted yacht; Manzanillo.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Mare Island.
**Hull, torpedo boat destroyer, 408 tons; Mare Island.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; Guantanamo.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; Guantanamo.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; Mare Island.
*Louisiana, battleship, 16,000 tons; North River, N. Y.
*Macdonough, torpedo boat destroyer, 400 tons; Charleston.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Bluefields.
**Maryland, armored cruiser, 13,680 tons; sailed for Honolulu.
*Mayflower, converted yacht; Washington.
*Michigan, battleship, 1st class, 16,000 tons; Hampton Roads.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Cavite.
*Minnesota, battleship, 16,000 tons; Guantanamo.
*Mississippi, battleship, 13,000 tons; Guantanamo.
*Missouri, battleship, 12,500 tons; Guantanamo.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Norfolk.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Pensacola.
*Morris, torpedo boat, 105 tons; Sag Harbor.
*Narwhal, submarine; Boston.
**Nanshan, gunboat; Yokohama.
*Nebraska, battleship, 14,919 tons; Guantanamo.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; Guantanamo.
*New Jersey, battleship, 14,948 tons; Guantanamo.
**New Orleans, cruiser, 3,430 tons; Mare Island, Cal.
*New York, cruiser, 8,150 tons; Philadelphia.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Norfolk.
*Octopus, submarine; Charleston.
*Ohio, battleship, 12,500 tons; Navy Yard, N. Y.; out of commission.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Portsmouth, N. H.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Guantanamo.
*Paul Jones, torpedo boat destroyer, 482 tons; Mare Island.
**Pennsylvania, armored cruiser, 13,680 tons; sailed for Honolulu.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; Mare Island.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Mare Island.
*Plunger, submarine; Charleston.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Charleston.
*Prairie, auxiliary, 6,620 tons; Bluefields.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
Preston, torpedo boat destroyer, 700 tons; Philadelphia.
Princeton, gunboat, 1,010 tons; Corinto.
**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons: Olongapo.
Reid, torpedo boat destroyer, 700 tons; Charleston.
*Rhode Island, battleship, 14,498 tons; Guantanamo.

Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; Mare Island.
*Salem, scout cruiser, 3,750 tons; Norfolk.
*Samar, gunboat, 243 tons; Shanghai.
*Scorpion, converted yacht; Constantinople.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.
Shubrick, torpedo boat, 200 tons; Charleston.
*Smith, torpedo boat destroyer, 700 tons; Charleston.
Solace, hospital ship; Navy Yard, N. Y.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; sailed for Honolulu.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
*Stingray, submarine; Boston.
**St. Louis, cruiser, 1st class, 9,700 tons; Bremerton.
*Stockton, torpedo boat, 200 tons; Charleston.
*Stringham, torpedo boat, 340 tons; Charleston.
**Supply, supply ship, 4,460 tons; Guam.
*Sylph, converted yacht, 152 tons; Washington.
*Sylvia, converted yacht, 302 tons; Philadelphia.
*Tacoma, cruiser, 3d class, 3,200 tons; San Juan del Norte.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Charleston.
*Tarpon, submarine; Boston.
**Tennessee, armored cruiser, 14,500 tons; sailed for Honolulu.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Tingley, torpedo boat, 165 tons; Charleston.
*Thornton, torpedo boat, 200 tons; Charleston.
*Tonopah, monitor, 3,225 tons; Annapolis.
**Truxtun, torpedo boat destroyer, 433 tons; Mare Island.
*Vermont, battleship, 16,000 tons; Guantanamo.
*Vicksburg, gunboat, 1,014 tons; Corinto.
**Villalobos, gunboat, 370 tons; on cruise.
**Virginia, battleship, 14,948 tons; Norfolk.
*Viper, submarine, Hampton Roads.
*Vixen, yacht, 806 tons; Camden, N. J.
Wabash, receiving ship; Boston.
**Washington, armored cruiser, 14,500 tons; sailed for Honolulu.
*Wasp, converted yacht; New York.
**West Virginia, armored cruiser, 13,680 tons; sailed for Honolulu
**Whipple, torpedo boat destroyer, 433 tons; Mare Island.
*Wilkes, torpedo boat, 165 tons; Charleston.
**Wilmington, gunboat, 1,302 tons; Swatow.
*Winslow, torpedo boat, 142 tons; Boston.
*Wisconsin, battleship, 11,552 tons; Guantanamo.
Wolverine, gunboat, 695 tons; Erie.
*Worden, torpedo boat destroyer, 433 tons: Charleston.
Yankee, auxiliary, 6,225 tons; Newport.
*Yankton, converted yacht; Guantanamo.
**Yorktown, gunboat, 1,710 tons; Corinto.

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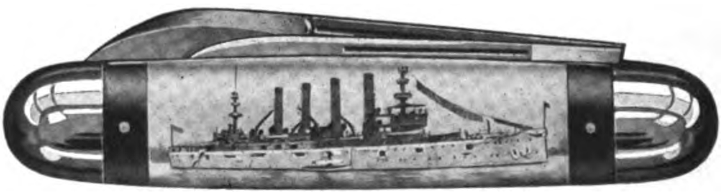

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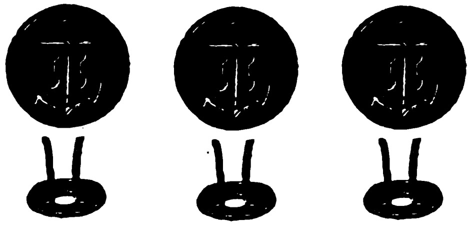

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May 31, 1895	$ 786,374.36
May 31, 1896	935,874.18
May 31, 1898	1,345,248.41
May 31, 1900	2,730,083.34
May 31, 1902	4.662,646.86
May 31, 1904	5,615,482.47
May 31, 1906	8,855,745.57
May 31, 1908	9,171,751.69
May 31, 1909	10,917,527.87
Oct. 8, 1909	12,281,016.81

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"Our Navy" "Our Railroad"

The United Investment Company is the holding company that owns and controls the Stockton Terminal and Eastern Railroad; an immense Macadam Rock Quarry that produces the best quality of macadam found on the Pacific Coast; also extensive Gravel Beds.

This new electric railroad will develop a profitable passenger and freight traffic. It will make it possible to market the macadam and gravel, of which there is an inexhaustible supply, at a handsome profit to the stockholders.

Two years have been spent perfecting arrangements. Competent engineers stated that it would cost $400,000 to build this railroad—27 miles across a country as level as a floor and as fertile as the famous Valley of the Nile. Two ways were open to secure the necessary funds:

First—Find 400 men to invest $1000 each.. $400,000
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We adopted the latter course. We first made a careful estimate of the volume of traffic obtainable, then secured our rights of way. Success crowned our efforts from the very start. We sold our stock on the installment plan and ere long began to accumulate money in the banks.

When we had sufficient money on hand to enable us to safely do so, we broke ground and began active construction work, which has now been in progress for a month. Within five months from date we will have the road completed and in operation for at least two-thirds of the distance. Then the revenue will begin coming in.

Our enterprise has the endorsement of the Chamber of Commerce and the banks of our home city, Stockton, Cal., and of every property owner along the right of way.

When the road is completed the small investor will own the railroad and all its allied interests.

In buying our shares you are not limited to the earnings of a first-class interurban electric line only, because you share in the earnings of the macadam rock quarry and gravel beds.

We have sold a greater number of shares of our stock in the Navy (Pacific Fleet) than any other ten concerns.

Why? Because the men of the Pacific Fleet have taken the trouble to investigate our claims, and finding our proposition sound, have bought freely of our stock.

We offer a limited amount of our stock at par, $1.00 per share, and allow the purchaser to pay for same in easy, equal monthly payments.

The management comprises some of the best known and most responsible citizens of Stockton, Cal. Men who have resided in that city for twenty years and upward. They are rated as being men who will do the square thing. Can any investor ask for more than we offer? A safe, sound, profitable enterprise, managed by honorable men who will safeguard the best interests of the stockholders at every turn.

Opportunity is knocking at your door. Fill out and return the coupon on this page. It will cost you nothing to do so and may result to your advantage (this advertisement will not again appear).

The United Investment Co.

920 Phelan Building, San Francisco, California, U. S. A.

☞ **NOTICE. After March 1st, 1910, please forward monthly remittances to our main office, Elks' Building, Stockton, Cal., U. S. A.**

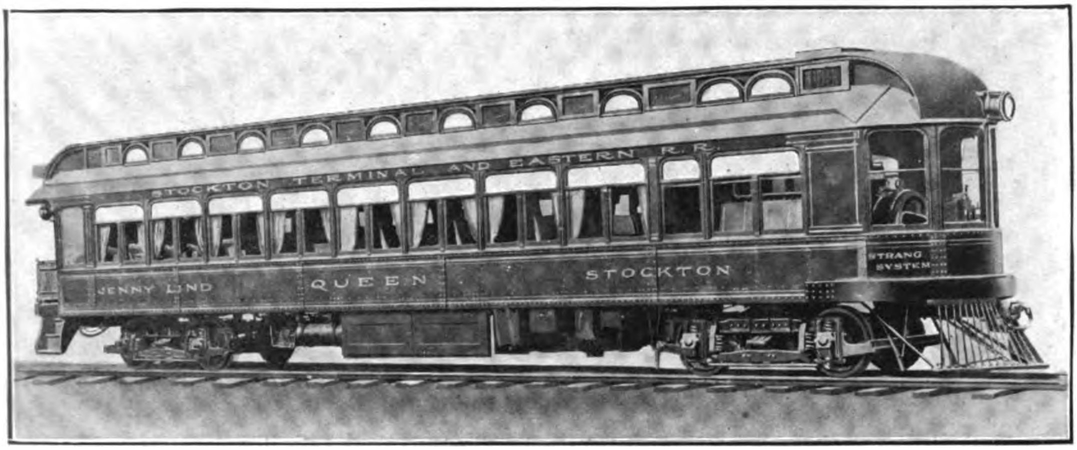
THE UNITED INVESTMENT CO., Phelan Bldg., San Francisco, Cal.

Without obligation on my part, please send me your Illustrated Booklet together with names of some of the men in the Navy who have investigated and invested in your stock. I would like to know more about your proposition.

Name..

P. O. Address..

Rating..



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This road is now under construction and will extend from the water front in the City of Stockton, Cal., to the Town of Jenny Lind, a distance of 27 miles.

The right of way is through a wonderfully fertile section, already developed to such a degree that there is urgent need for the transportation facilities we will provide.

☞ **Read the Opposite Page.**

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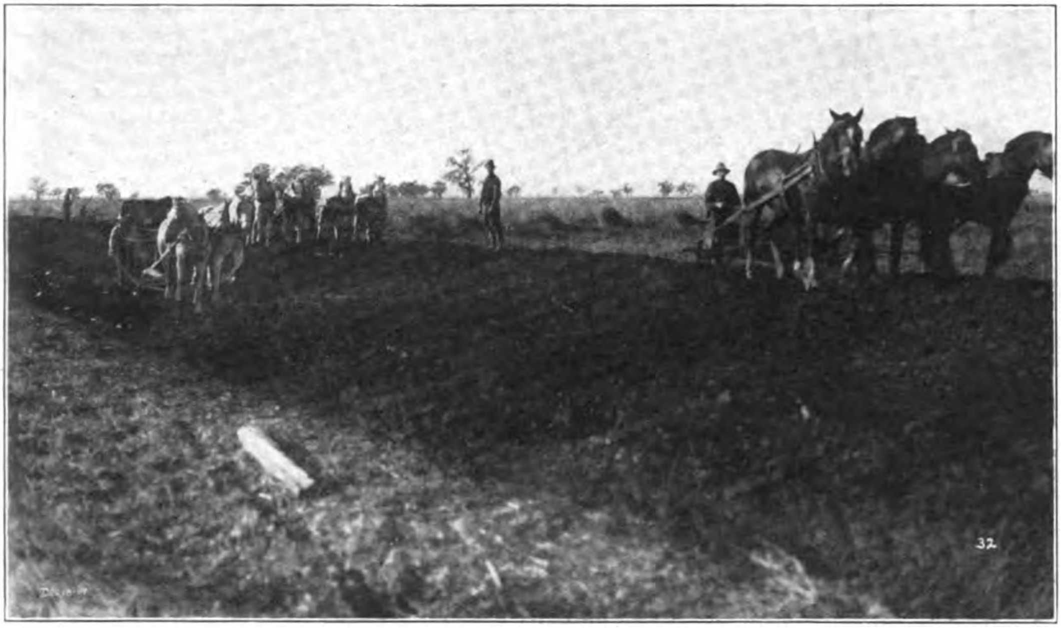
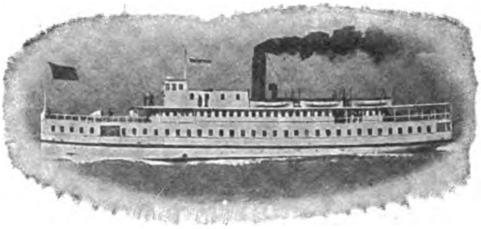
Among our stockholders we number many Naval employees and it is our aim to place our unsold treasury stock with the rank and file of the Navy.



CONSTRUCTION UNDER WAY—Stockton Terminal & Eastern Railroad



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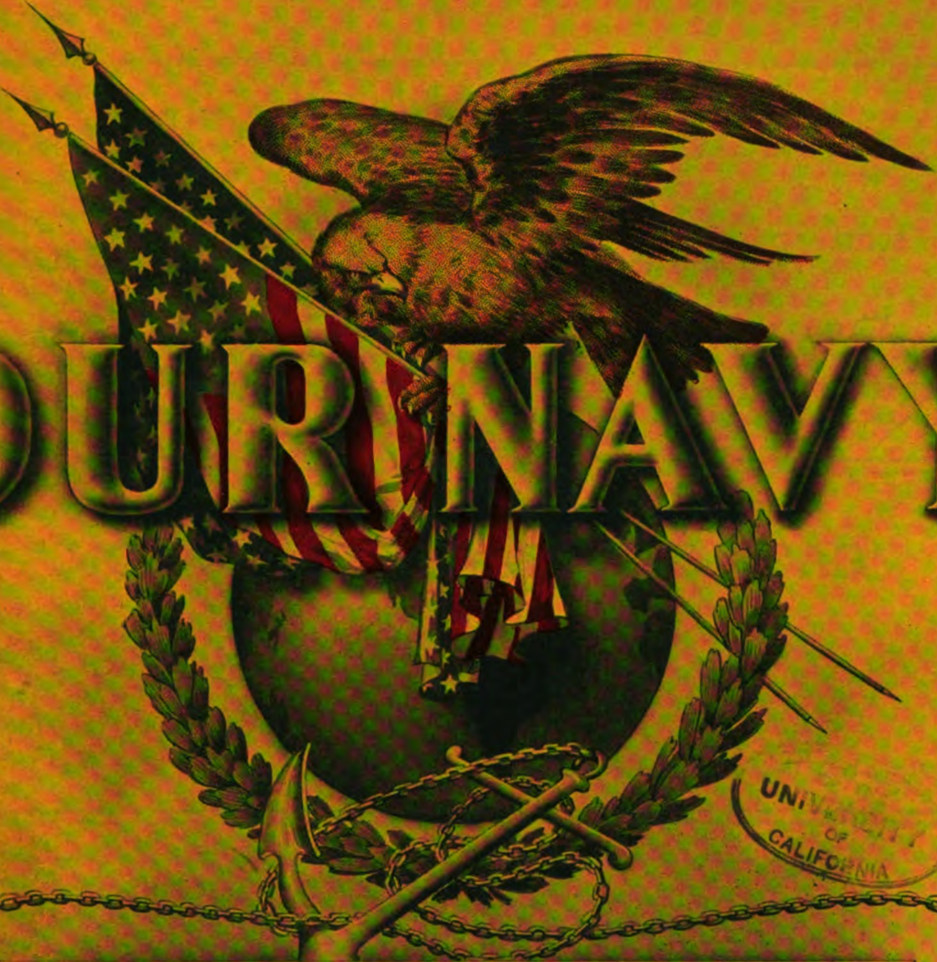
Vol. III. MARCH, 1910 No. 11

OUR NAVY



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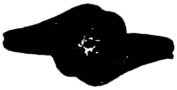

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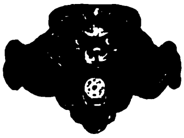

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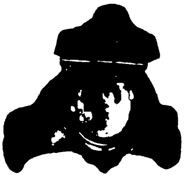

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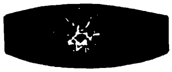

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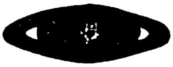

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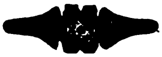

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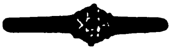

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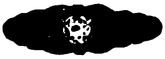

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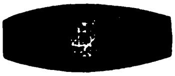

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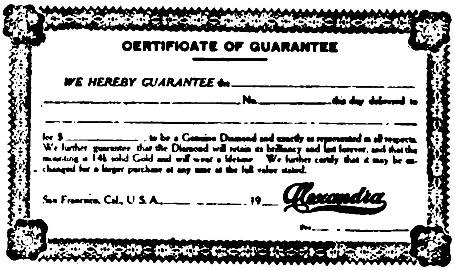

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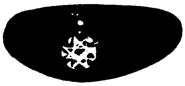

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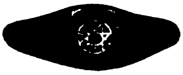

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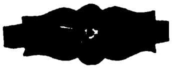

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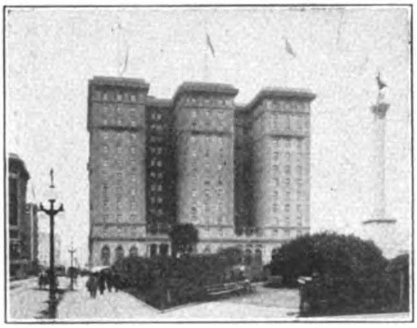

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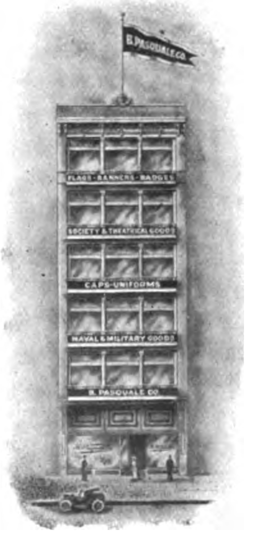

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June 16th, 1908

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Sunday—Between 9:30 a. m. and 5:30 p. m.

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Launch Castro leaves from and returns to Intrepid wharf.
NOTE: Steam launches will not be run in bad weather.

LEAVES STATION

(for San Francisco)

Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION

Sundays.

7:30 A. M.	Tug Vigilant
10:15 A. M.	do
11:20 A. M.	do
12:30 P. M.	do
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.

San Francisco, for Training Station

Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.

(San Francisco)

Sundays.

8:00 A. M.	Tug Vigilant
10:45 A. M.	do
11:40 A. M.	do
1:00 P. M.	do
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

FOR OAKLAND MOLE

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7:00 A. M.	Daily except Sunday
8:00 A. M.	Daily
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FOR FRANKLIN ST., OAKLAND

Steam Launch

9:00 A. M.	Saturdays only

LEAVES OAKLAND MOLE

(for Station)

Steam Launches

7:20 A. M.	Daily except Sunday
8:35 A. M.	Daily
5:10 P. M.	Daily except Sunday

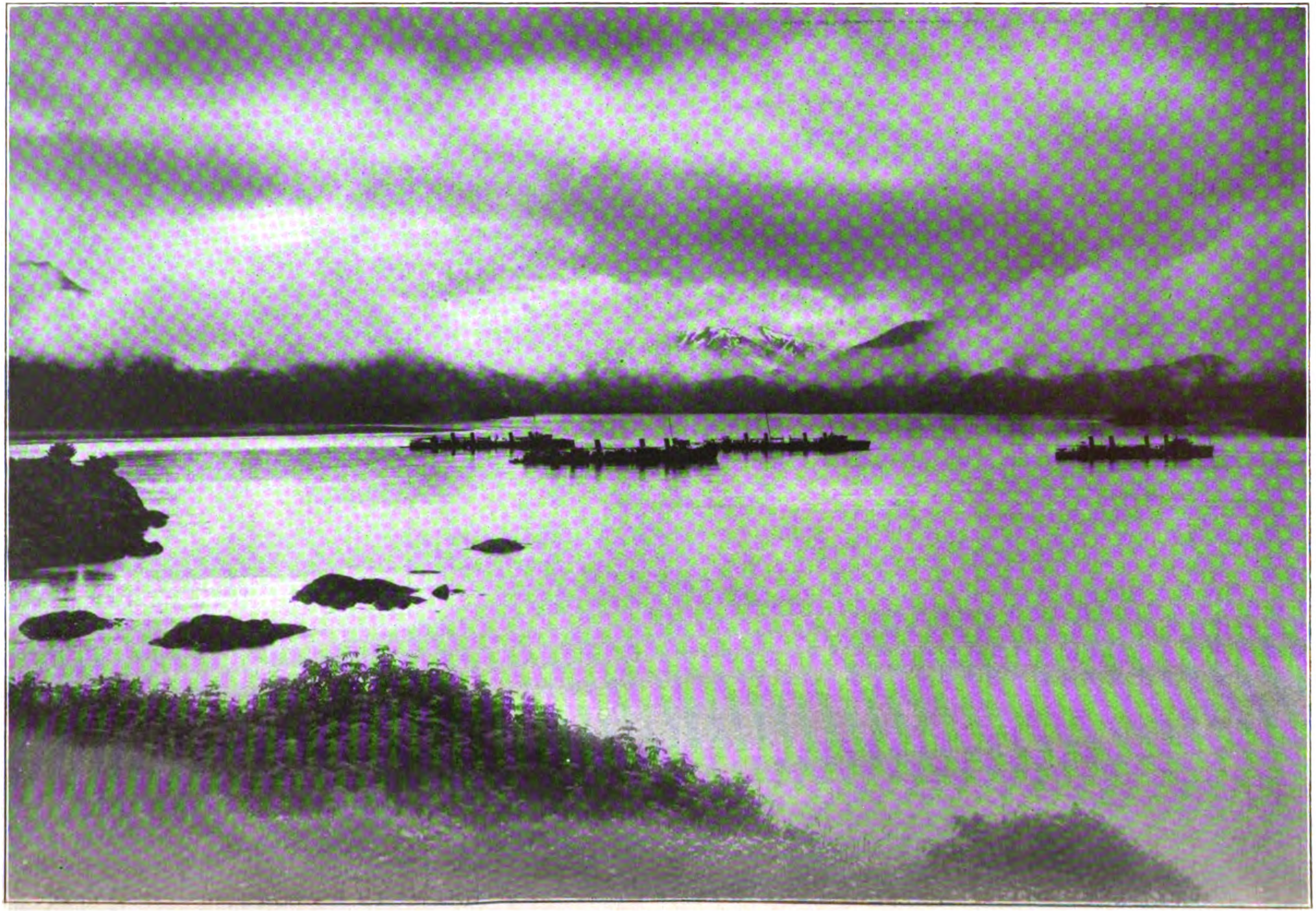
LEAVES FRANKLIN STREET, OAKLAND.

Steam Launch

11:00 A. M.	Saturdays only

JOHN B. MILTON.
Rear Admiral, U. S. Navy
Commandant.

§ On Saturdays trips marked thus made by Tug Vigilant.
* Trips marked thus made on Wednesday only.
** Trips marked thus not made on Wednesdays.



Torpedo Flotilla in Alaska

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Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III MARCH, 1910 No. 11.

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
STATION
YERBA BUENA ISLAND
SAN FRANCISCO
CAL.

PUBLISHED AND EDITED
BY
ENLISTED MEN
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AND
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ENTIRE SERVICE

WITH THE FLEETS

Pacific Fleet

After an absence of five months and ten days the Pacific fleet arrived in home waters February 15th, and proceeded to give the officers and men a chance to visit home and friends. The Tennessee and Washington went direct to Bremerton while the California, South Dakota, Washington, Pennsylvania, West Virginia and Colorado came to San Francisco.

After leaving Bremerton the Tennessee and Washington will start on a long voyage, orders for their future movements providing that they join the Montana and North Carolina, and go to Montevideo to represent the United States at the celebration of the centennial celebration of the independence of the Argentine Republic. The four warships have been ordered to report at Montevideo May 1st. Where the Washington and Tennessee will go after the Montevideo visit, has not been announced.

The eight armored cruisers of the Pacific fleet left here on September 5th last, making the run to Honolulu at the rate of eighteen knots an hour. On October 5th, the fleet, after maneuvers in Hawaiian waters, sailed for Nares harbor, Admiralty Island, 2 degrees south of the equator, to take in coal from two navy colliers sent from Cavite, and one British collier with a cargo from the Atlantic coast.

Admiralty Island is a real cannibal stronghold, according to the men who brought back spears and other curios obtained from friendly natives whose hunger for tobacco caused them to part with the spears against the orders of the German officials who have a small trading post on an islet near Admiralty. The large island has never been explored. Wild men from the interior were seen from the decks of the warships, and during the stay of a week there the natives gave a dance, more interesting than refined in its character. There were no deserters from the fleet at that island, needless to say.

From Nares harbor the fleet went to Manila, arriving there October 30th, where the men were given shore liberty. Battle practice at sea followed, in which the Tennessee made the second best record in the whole Navy, and the Maryland the third best showing. On December 10th, the fleet left Manila for Chinese and Japanese ports, and the crews had liberty everywhere. The most interesting function in which Admiral Sebree and his officers participated was when, on January 18th, they were formally presented by Ambassador O'Brien to the Emperor of Japan.

From Yokohama to Honolulu, towing experiments were made, the cruisers of the first division towing the ships of the second division sometimes with the machinery of the towed warship working, sometimes with the engines stopped. Under the last named conditions the ships made six knots an hour.

During the entire cruise of the fleet there were only ten deaths among the 7,000 men on the eight warships. At Honolulu a boiler-tube explosion on the Colorado caused the death of L. M. Lipitski and C. P. McDermitt. At Nares Harbor, Admiralty Island, Otto Dore was caught in the coil of a rope and thrown on deck, the fall causing his death. His body was taken to Manila and thence to his former home in this country. H. J. Smith was lost overboard from the West Virginia at sea, and Paul Vaudoit, chief master-at-arms on the West Virginia, died at Subig bay from natural causes; Frank Garvey, warrant officer of the Pennsylvania, died at Hongkong; J. F. Pickard of the Pennsylvania was drowned at Honolulu; E. Vermilyen, plumber, died of pneumonia on board the Tennessee; D. J. Thompson, a coal passer, died in a hospital at Honolulu of smallpox, and at Cavite G. E. Benner, a fireman of the Pennsylvania, died of pneumonia.

Three days after the fleet arrived in San Francisco harbor, with Rear Admiral Uriel Sebree in command, on board the California, the command was shifted to Rear Admiral Harber, who was relieved as commander of the Asiatic fleet by Rear Admiral Hubbard.

At 10:30 o'clock Admiral Sebree, accompanied by Rear Admiral Harber, emerged from the cabin, and while all stood at attention, read the orders from Washington, detaching him from command of the fleet.

When he had finished his blue two-starred pennant was hauled down to the after bridge as the saluting guns of the California began to boom. Thirteen times they resounded, and then the blue pennant of the new commander-in-chief fluttered from the masthead. Again the thirteen guns reverberated over the water. From the West Virginia, flagship of Rear Admiral Barry of the second division, came a similar salute to the new authority.

Admiral Sebree did not tarry long on the flagship, but going below, soon reappeared in civilian dress and, after farewell greetings with the officers took leave of his old ship to the tune of "Auld Lang Syne." As he removed his hat and passed between the two rows of captains of the fleet, who took the places of the customary six side-boys, he was piped over the side. The decadent note of the bo'sun's shrill whistle had scarcely died down before the retiring commander-in-chief was being rowed ashore by the crew of uniformed officers of the California.

So Rear Admiral Uriel Sebree, after forty-seven years of service, took his leave of the sea.

It was something that does not always follow the transfer of the flag—this piping of the departing commander-in-chief over the side between officers acting as sideboys, the cheering of the crew and the substitution of the regular barge crew by the flagship's officers, who wished to extend this honor to the departing chief. The coxswain was Commander N. A. McCully, executive officer of the California. It showed the great popularity of Admiral Sebree, and deep regret was expressed by officers and men that should have reached the age of retirement.

Admiral Harber, through his staff officers, announced that the fleet would leave here on March 1st for Santa Barbara channel for target practice. The ships will not visit Magdalena Bay. Immediately after practice, or on March 25th, the flagship California and the cruisers South Dakota, West Virginia and Maryland will return to this harbor, while the cruisers Colorado and Pennsylvania will proceed direct to Bremerton Navy Yard. All the ships are to be overhauled.

Officers and men are happy over the order sending them to Santa Barbara channel instead of the distant waters of Magdalena Bay for target practice, for at Santa Barbara there is some likelihood of getting ashore now and again and indulging in the comforts of life at that agreeable resort. At Magdalena, on the other hand, it is humdrum life entirely aboard ship.

The new commander-in-chief, Rear Admiral Harber, has seen distinguished service in the Navy. He was executive officer on the battleship Texas at the battle of Santiago de Cuba, under Captain Philip, and he has served as naval attache for the United States ambassies in Paris and St. Petersburg. In 1884 he was an officer of the ship sent north after the bodies of the Jeanette Arctic expedition.

* * * *

Smallpox was reported on board the Washington when she arrived in Puget Sound, and she was forced to lay in quarantine off Port Townsend until the five patients were transferred ashore and the ship disinfected.

* * * *

Atlantic Fleet

During the past month the battleships of the east coast have been at target practice off the

Cuban coast. Small arms practice has also been held at the range at Guantanimo.

The fleet will return to the States after the completion of target practice and maneuver off the southern capes until warm weather, when the annual cruise along the New England coast will be held. It is not intended to have a long cruise for the battleships this year. Instead several trials and contests will be held along the continental shores.

The torpedo boats have been in port most of the month at Norfolk and Charleston, S. C. Plans are being made for maneuvers by the entire flotilla this summer in conjunction with the larger ships.

* * * *

Asiatic Fleet

Since the departure of the Pacific fleet from Asiatic waters the Asiatic fleet has been broken up into two ship squadrons and visited the various ports of China and Japan which the larger vessels were forced to overlook.

It is probable that the fleet will rendezvous at Manila in time for spring target practice, and then cruise northward again during the summer. The small boats usually held in the islands are being sent on cruises in the China sea to give liberty to the men in those ports.

Extensive maneuvers by the fleet will not be held until the new ships for the fleet arrive from the United States. The Albany and New Orleans will be assigned to the first division.

* * * *

Midshipman Practice Squadron

The itinerary and composition of the Midshipman Practice Squadron has been announced as follows:

Ships—Massachusetts, Indiana, and Iowa. Leave Annapolis June 6th, arrive Hampton Roads June 7th, 130 miles; leave Hampton Roads June 9th, arrive Plymouth, England, June 23d, 3,300 miles; leave Plymouth June 30th, arrive Marseilles July 8th, 1,822 miles; leave Marseilles July 15th, arrive Gibraltar July 18th, 720 miles; leave Gibraltar July 23d, arrive Madeira July 26th, 630 miles; leave Madeira August 2d, arrive Azores (Horta), August 5th, 705 miles; leave Azores August 12th, arrive Hampton Roads August 22d, 2,250 miles; leave Hampton Roads August 27th, arrive Annapolis August 29th, 130 miles.

Days in port, 40. Hampton Roads (going) 2, Plymouth 7, Marseilles 7, Gibraltar 5, Madeira 7, Azores 7, Hampton Roads (return) 5.

Days at sea, 44. Annapolis to Hampton Roads, 1; Hampton Roads to Plymouth, 14½; Plymouth to Marseilles, 8; Marseilles to Gibraltar, 3; Gibraltar to Madeira, 3; Madeira to Azores, 3; Azores to Hampton Roads, 10; Hampton Roads to Annapolis, 2.

Coaling ports—Hampton Roads (going), Plymouth, Gibraltar, Azores, Hampton Roads (returning).

Coal consumed—In port, 3,000 tons; at sea, 10,560 tons. Total, 13,560 (approximate).

Speed—9½ knots. Coal (each ship)—in port, 25 tons; at sea, 80 tons.

Distance—9,687 miles.

* * * *

The following men were retired during January:

George Summers, chief boatswain's mate, from the U. S. S. Severn on January 14th.

John Edwards, cabin cook, from the U. S. S. Virginia, was retired January 8th.

Frank Meredith, water tender, from the U. S. S. Franklin, was retired January 17th.

* * * *

Among reports recently handed in to the Navy Department was one from the commander-in-chief of the Atlantic fleet, advising that certain changes be made in the blue shirt of the enlisted force. As a matter of briefness the report was subjected:

"Commander-in-Chief desires to change shirt."

* * * *

The battleship Delaware, the first of the American dreadnaughts, was formally delivered to the Navy Department February 15th at Norfolk, Va. The Delaware will be placed in commission in the early spring and attached to the Atlantic fleet.

* * * *

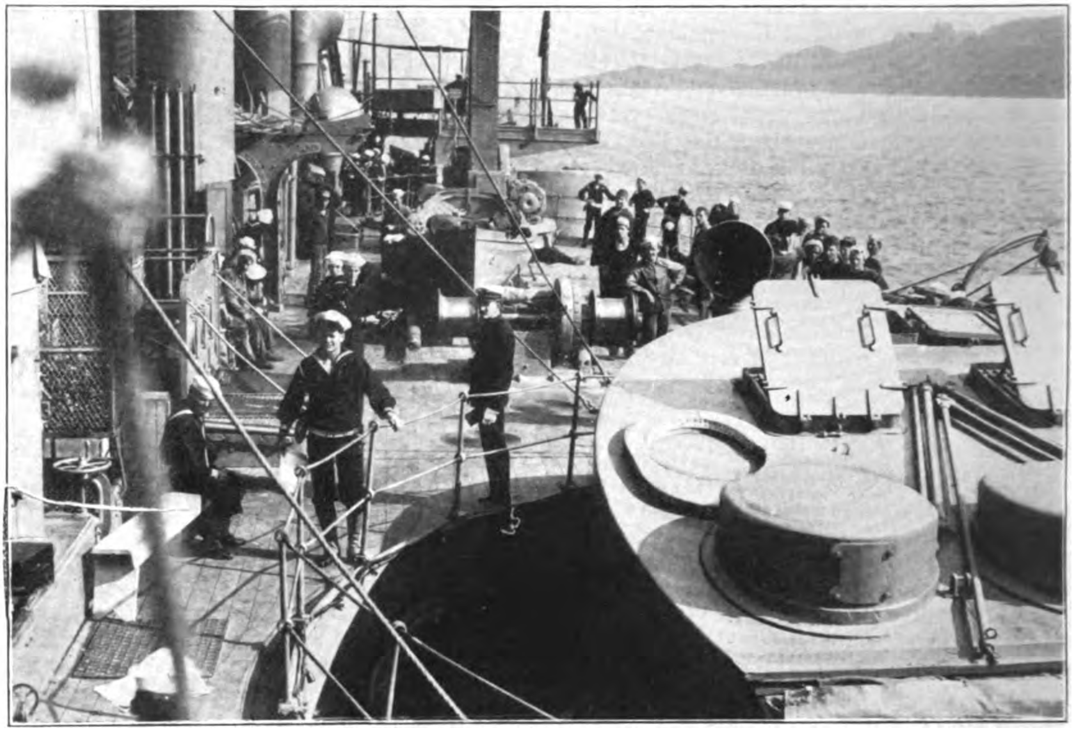
WHIRR OF THE BIRD-MAN'S WINGS

By Alfred E. Bennett

Aviation enthusiasts declare that the day of the battleship has passed. That the air, and not water, is King. That the future destinies of nations shall fly—not float. They point as evidence to the achievements of Hamilton at San Diego; Paulhan at Los Angeles and San Francisco, and the marvelous news from the Old World. And their claims should not be considered lightly. Hamilton sailed his ship twice over a torpedo boat destroyer in San Diego harbor. Other bird-men have dropped bags from a great height into given spaces.

Aeroplanes will be important factors in the next war; of this there is no doubt; but just how much they will do remains to be proven.

The evolution of new implements of war has always been slow. Gunpowder, after five centuries has only supplanted the bow. A club, first carried by the cave-men, is still nec-



Deck Scene Louisiana

essary to the park policeman. Gunpowder sounder the knell of chivalry, but the sword and lance survives. There were old, single-shot, leaden-balled Springfields at El Caney, San Juan, and the taking of Manila, against improved Mausers; yet, El Caney, San Juan, and Manila were taken. Fleeing Boors were impaled on Royal lances in the face of dynamite and machine guns on the South African veldt; and 10,000 men met death at the sword and bayonet point in the Russo-Japanese war. After the cavalry charges and bayonet fights along the Yalu river, the United States spent millions of dollars remodeling her swords and bayonets, although these weapons had been declared obsolete many years before.

The air-craft has many deadly points in her favor. Operating at night it would be next to impossible to spot here with a searchlight. Even when found, her great speed would carry her quickly out of the danger zone. A small model may carry enough explosives to wreck a fort or battleship; and then, to fire on an air-ship sailing over an army or city would only be to invite disaster. Mortally wounded she would fall with her explosives, and after all, her mission would be fulfilled. A regiment of infantry firing at a speeding aeroplane might bring her down, with her deadly charge, on the heads of a friendly regiment.

The air-machine is here to stay, and she is sure to compete with the floating fighting craft. This is the age of wonders, and one should not be surprised at anything. But if there are any dents made in the peace-armor of the near future, it is safe to predict that instead of a flimsy air-ship, the twenty-thousand tonner, with her twelve-inch guns will do most of the denting.

* * * *

EFFICIENCY SCORES

Not gunnery alone, but general all-round seamanship—engineering, signalling and other qualifications—are hereafter to form the basis of the award of naval trophies for battle efficiency. Secretary Meyer makes this announcement in connection with the award of the pennant for gunnery to the battleship Vermont, as the result of the competition held in the open sea at unfixed ranges and speeds. The Tennessee and the Maryland are rated as star ships, having made more than 85 per cent of the total score of the Vermont. The officers of these ships all have received commendatory letters.

The full scores, based on practice held in the open sea at various unknown ranges of speed and targets, day and night, and including practice with torpedoes, are these:

The Vermont, pennant winner, 48,703; the Tennessee, star ship, 44,908; the Maryland, star ship, 41,520; the Virginia, 38,924; the West Virginia, 30,924; the Georgia, 30,323; the Louisiana, 29,572; the Washington, 28,295; the California, 28,165; the Pennsylvania, 28,143; the Minnesota, 28,043; the Ohio, 26,761, the Colorado, 20,309; the Montana, 19,345; the Rhode Island, 18,815; the Nebraska, 15,804; the Kansas, 13,777; the New York, 13,743; the New Jersey, 12,994; the Mississippi, 12,700; the Connecticut, 11,669; the South Dakota, 10,826; the New Hampshire, 10,468; the Wisconsin, 8,929; the Missouri, 6,735; the North Carolina, 5,668; the Idaho, 0.591.

* * * *

RECEIVING SHIPS

In its issue of January 22, 1910, the Army and Navy Register publishes a resume of a report submitted by the Surgeon General of the United States Navy on receiving ships. It treats of this phase of Naval life from the humanitarian as well as the medical standpoint and will prove interesting to the enlisted personnel of the Naval service.

Receiving Ships and Recruits

Calling the receiving ships of the Navy "cradles of homesickness," Surgeon General Rixey pleads for a better treatment of the recruit and the providing of surroundings which will not tend to disgust him with Navy life as soon as he enters it. He finds young men are attracted to the Service, and enter it with the idea of making it their life career. At least, their minds are open to conviction, and they are fully prepared to form a liking for the Navy, but their susceptibility to influence is equally sensitive to discouragement, more especially as many of them are leaving home for the first time, and, he says, it would not be surprising, therefore, to learn that "receiving ships are the cradles of homesickness, mental morbidity and much lasting discontentment, if nothing worse. Recruits are strongly impressed at the outset, quickly forming an opinion of the methods of the Service, favorable or unfavorable as the conditions strike them, and the manner in which they are to-day herded together on receiving ships is utterly disillusioning. Happily the living conditions on receiving ships are not an index of conditions on cruising ships, yet unfortunately there is nothing about the conditions under which these young men have their first touch with the Service which gives them a true idea of all that is beyond.

That there are real objectionable features is clearly and abundantly evidenced by the aversion which most seasoned men feel to remaining any length of time on receiving ships. The conditions are manifestly make-shift, and breed dissatisfaction with the Navy. Only those who are experienced in the ways of the Service can make themselves even tolerably comfortable with the existing berthing, messing and toilet facilities, and the false conceptions thus engendered are antagonistic to the best interests of the Service. That proper care of new recruits has a beneficent influence is impressively illustrated by the young men who have been trained under the improved conditions which obtain at Newport and Norfolk. These apprentices are noted for their healthfulness, cleanliness of person and splendid all-round military bearing and deportment, and it is safe to say that their surroundings during the period of training are in great part responsible for this result. These are the men, also, who become imbued with the "military sense," who are loyal to the Service and who re-enlist.

A mild and more open climate for the receiving and training stations appeals to the Surgeon General as promising advantages which should receive earnest consideration. The majority of the recruits of the Navy have not reached their full growth or physical development, and it is of the utmost importance to their health and future development into strong and robust men that they should spend as much time as possible at work or at exercise in the open air. Besides, a very large per cent of the recruits are fresh from the farms of the West and South, and have been following occupations necessitating an outdoor life; and to take such recruits, says the Surgeon General in his annual report, and crowd them together on ships or to send them to stations whose climate for half the year is such as to make it impossible to be much out of doors, without exposure to cold or inclement weather, is necessarily in the highest degree detrimental to their physical welfare. "The maintenance of receiving ships are places for the retention of recruits, and even continuous service men, but particularly the former, for a longer or shorter period, is positively harmful to the Service, as well as to the individual, and makes for a state of affairs which may at any time prove discreditable to the country. Apart from the strictly hygienic and sanitary arguments for the suggested change, there is a social factor that has been generally overlooked, but which merits serious attention."

It is our opinion that the Surgeon General of the Navy has touched one of the sorest spots in our entire naval management. All students of human nature acknowledge that among the strongest impressions are those first formed. True, the rule does not always hold good, any more than any other principle of human life, but first impressions have gone far toward shaping the destinies of the greatest men. No one that has had a close acquaintance with life on receiving ships will wish to soften the indictment made against them by the chief medical officer of the Navy, in the matter of social atmosphere and attractive environment. The surroundings on these ships are entirely depressing. A mass of young men thrown together day after day in close quarters is certain to breed ideas of monotony and sameness in the recruit which may never be eradicated from his mind.

As the Surgeon General says, it is easy for the recruit to form the impression that life on board a warship is as monotonous as that in a receiving ship, and while it may be said by the thoughtless that as the man has enlisted and can not leave the Service until he has had the opportunity to know the life of the warship, it should not be forgotten that letters home to members of their families and to their young men friends the homesick youths may paint the career they have entered upon in so gloomy colors as to spread abroad a totally wrong conception of naval life, and to deter many other youths, with inclinations toward the Navy, from enlisting. The real restrictions inseparable from life on warships constitute a sufficient obstacle already to recruiting, and there should be no unnecessary development of conditions of unpleasantness and mental distress.

* * * *

THE NAVY OF 1890

During the past two decades the increase of the United States Navy, both in power and influence, has been phenomenal. Much has been said concerning the advance. Prominent authors have written lengthy articles. Newspapers have devoted page after page to the upheaval in Naval construction. But amid this outpouring of what the Navy has done and what the Navy is, very little has been said of the Navy of 20 years ago and where those ships now are.

In 1890 the United States had 19 vessels of war distributed over five stations, viz., the North Atlantic, South Atlantic, European, Pacific and Asiatic. Not a single one of the present larger ships that are considered hopelessly out of date were in commission at that time. The Chicago, the Atlanta and the Yorktown, the first of the famous "white squadron" of the early 90s, were launched in 1890, and even these ships were not in active service 20 years back.

The North Atlantic station, the most important at that time, was represented by three ships. The Galena was flagship, with Rear Admiral Stephen B. Duce in command, and the Yantic and Ossipee were his squadron. The Yantic is still in commission as a Naval reserve ship, while the other two have long since been stricken from the active list and sold as junk.

Rear Admiral L. A. Kimberly was in command of the Pacific station and had the largest squadron of any commander. His flagship was the Trenton, a small cruiser, with the Vandalia, Alert, Mohican, Adams, Nipsic, Monongahela and Pinta, a total of eight ships, comprising the fleet. Of these the Alert, Mohican, Adams and Nipsic are still in commission. The Alert until recently was cruising vessel for the California Naval militia, the Nipsic is prison ship at Bremerton Navy Yard, the Mohican is station ship at Cavite, P. I., and the Adams is now used as nautical schoolship by the State of Pennsylvania. The Trenton and Vandalia were wrecked in a hurricane at Samoa and the Monongahela was destroyed by fire in 1908. The Pinta was sold.

The Marion, Omaha and Palos comprised the Asiatic fleet, with Rear Admiral Ralph Chandler in command. The Lancaster, Enterprise and Quinnebaug were on the European station and the South Atlantic was controlled by the Swatara, which was sold in 1896, the Tallapoosa, which was wrecked in 1892, and the Alliance, which is now store ship at Culebra, Panama. The corvette Enterprise, with a valiant war record, is now being transformed into a coal barge. The Lancaster is station ship at the League Island Navy Yard, while the others have been sold or lost.

The names of many of these ships are tinged with the air of romance of the old Navy. Hardly a story is started by one of the older shipmates that does not weave a charm about one of the ships of 1890. They were the last of the Navy of the War of the Rebellion and since their time the face of the Navy has made three decided changes. First the Chicago and the "white squadron," then the Oregon and the first battleships, and lastly the monster dreadnaughts, any one of which would be more than a match for the entire Navy of 1890.

Transportation of Wounded--Drill. Hospital Corps School

The Chicago, Atlanta, Boston and Dolphin were the first ships of the "new Navy." With the Yorktown they were having their trials in 1890, and were considered the equal of any ships afloat. The Baltimore and Charleston (No. 1, which was lost five years ago off the island of Luzon, P. I.) followed shortly after. The old Maine had not been launched in 1890 and the Philadelphia and Newark did not have their trial trips until late in 1890. The San Francisco was accepted by the government in that year.

The battleship Texas was started in 1890, and with the Maine made the first battleship squadron of the United States Navy. The Maine was subsequently lost in Havana harbor, and the Texas is station ship at Charleston, S. C. There is some talk of her being used as training ship by the Massachusetts Naval Reserve. All the others are either in reserve or on unimportant service.

* * * *

HOSPITAL CORPS SCHOOL

The Hospital Corps Training School of the Navy is conducted at the old Naval Hospital, near the Navy Yard, in Washington, D. C.

Classes are formed twice a year. The course is five months in length, which allows two classes each year, with about a month intervening between each class.

The capacity of the School is about 50, and a class of that size was graduated the first week in February.

The students are carefully selected, after being tried out for a while at a Naval Hospital. The course is thorough, and gives a man of the Hospital Corps an excellent training, fitting him either for advancement in the Naval Service, or serves as a ground work for employment in civil life. Almost all the young men under instruction appreciate the advantages offered them, by maintaining a clear record while at the School.

Another class will be organized in March.

* * * *

CAPTAIN STOPS FIGHT

What was to have been a 45-round bout between Sil Morris of the cruiser Birmingham, and Joe Smiley of the cruiser Montana, was stopped in the 15th round by Captain Fletcher of the Birmingham, who objected to the punishment the men were receiving. The bout was for the championship of the lightweight class of the Atlantic fleet.

The bout was held on the dock near the Birmingham at the Norfolk Yard. It was to have been held in the sail loft, but owing to decorations being placed for an officers' dance, that place was not accessible, and the dock was resorted to.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

MARCH 1910

R. C. Shepherd, U. S. N..................................Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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Single Copies.. .15

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Some one on the cruiser Galveston is a quitter; some one, who wears the uniform of a bluejacket, too cowardly to stand in the open and say what he thinks; some one with a slash of yellow bordering his spinal column as broad as the top sail yard.

It is regrettable that such persons—they do not deserve the name of men—should creep into the Naval service. It is more regrettable that they should stay.

On the night of February 17th, the white sides of the Galveston were smeared with red paint. On the side the words, "This is a madhouse," and on the other, "Bum chow, little liberty, but plenty work," were printed. They were soon obliterated. No one, apparently, knows who did it. Yet there must be members of the Galveston's crew who could name the person or persons.

It is hard to 'peach' on one who has been a shipmate. Ordinarily the informer would better himself by quitting the service. Officers and men detest spies and rightly they should. But this deed, infamy would characterize it better, should be exposed by the crew. No officer could ever fasten the blame for it on the guilty party without the help of his crew, and it is the duty—both to their officers and themselves—for the men of the Galveston to expose the men who lettered that ship's side.

How clearly the inscription emblazoned on the Galveston shows the caliber of some member of her crew. "Madhouse" he says, then it is his fault. "Little liberty," he states then some one must have disobeyed lawful orders. "Plenty of work," he adds, then the crew of the Galveston is fortunate.

He thought to show contempt for some one aft in the smearing of red on the Galveston's side. He failed. Instead he placed a stigma on the men of the Galveston, a brand of shame that was uncalled for.

There never has been a so-called "madhouse" in the Navy, but that the greater blame was forward than aft. The best officers in the Navy would have a "madhouse" if daily sessions of the 'Hammer and Tong Society' were held on the forecastle. Show me a ship known as a "madhouse" and then you will see a ship manned by at least 50 per cent shirkers.

There is a reason for such flare-ups as characterized the stay of the Galveston in San Francisco, just as there is a reason for everything. In this case it is easily traceable.

When men begin to shirk their duty they are in a fair way to have a "madhouse." When they criticise their officers they are lost. Not that they will receive physical punishment, but they will lose self respect and without that the enlisted personnel of the Navy could never command the respect of their officers or their civilian friends.

It's time to stop such tricks. The infamy of the Galveston was heralded in the daily papers as a humorous incident. It hurt the men of the Navy, not the officers. By this outcrop of the littleness of one person's puny intellect, some 200 bluejackets of Uncle Sam were lowered in the eyes of 200,000 people.

The Recruit's Handy Book states that the first thing a man should learn is unquestionable obedience. He is told this and most learn it, but some never do. Perform your duty as best you can and your ship will never be a "madhouse." Tell every man you meet you are on the best ship in the Navy and soon you will be stating the unqualified truth. Boost to yourself and boost to your shipmates. Keep your grouches and criticisms under check. Never for one instant air them on the forecastle. If they must be told, go aft and tell the skipper or first luff. Be a man about it and your officers will respect you and you will respect yourself more for it.

There is not a captain in the Navy who will refuse to listen to a well grounded kick. And there are times when kicks are reasonable. No human is infallible and officers and men alike make mistakes. But it is not the place for the men forward to show their opinions in a back handed manner. Tell it to the proper person at the proper time and some rectification may be made.

A captain once told his crew he would rather have one of them slap him in the face than talk behind his back, and he made his crew believe it. From that day the "mad-house" banner on that ship was lowered and she became a "home." Do your share, men of the Navy, and twice that amount will be done by the officers. But do not backbite. Be a man and respect yourself.

* * * *

WOULD COMPEL SAVING

A measure has been introduced in the National Congress which provides for the compulsory saving of a specified part of every enlisted man's pay in the Army, Navy and Marine Corps. It provides:

That beginning with the first day of July following the passage of this act there shall be deducted and withheld from the salary, pay, and compensation of each enlisted man of the Army, Navy, and Marine Corps of the United States a sum equivalent to ten cents per day, to be deposited with the Secretary of the Treasury to the credit of each man and to be held in reserve by the Secretary of the Treasury: Provided, that the entire amount so deducted, with interest at the rate of four per centum per annum, shall be paid to such enlisted man upon the expiration of his term of service or upon his honorable discharge from the service: Provided, further, that in the event of the death of any such enlisted man the amount due him shall be paid to his immediate family or his heirs and assigns: Provided, further, that all moneys so held in reserve to the credit of any enlisted man shall be forfeited to the government in case of his desertion.

* * * *

UNIFORM DISCRIMINATIONS

That the general public is becoming aroused over the discriminations against the Naval uniform is evidenced by the recent protests in New York City when a bluejacket applied to a prominent theater for tickets for himself and friends. He was refused with the words, "Not in those clothes." The New York papers printed stories and the attention of the Department was called to the instance.

It is a credit to the western States that instances of this kind do not occur. An enlisted man in uniform is welcome at any theater in San Francisco, Los Angeles or Seattle. He is accorded every respect a civilian is and in some cases even more attention is paid the bluejacket in uniform than the same man in civilian clothes.

Some few isolated cases of discrimination against the uniform have come to light in the States on the Pacific, but in every instance the Mayors of the cities have summarily warned the discriminators not to repeat the performance.

* * * *

The old story of country judges who give youthful offenders of the law the privilege of enlisting in the Navy or being sentenced by the court, has almost become extinct, but now and then an instance of this kind shows itself. The latest is the case of Earl Highley at Portland, Ore. He pleaded with the court for leniency and stated that he would enlist in the Navy if the judge would release him. The judge let him go and then Highley was refused enlistment by the Recruiting officers. The Navy Department also informed the court that the Navy was not a place for youthful law breakers.

* * * *

RECRUITING DUTY

Recruiting for the Navy has been very satisfactory this winter. The requirements for enlistment have been made more rigid, and latterly instructions have been issued to keep the waivers down to a minimum. It is getting to be generally known throughout the country that the Navy sets a high standard for its enlisted force, and the old-fashioned notion that the service should be used as a dumping ground for incorrigibles has practically disappeared.

Recruiting duty offers many attractions for capable and conscientious petty officers. It gives them a tour of shore duty, usually in the vicinity of their homes, for they are detailed to a home station whenever practicable. It brings them in close touch with civilians, which is an excellent experience for service men. There is practically an absence of military drills, and the incentive to develop initiative and impress their personality is exceptional. A liberal allowance is made for subsistence, so that the men live in comfort, and frequently have their families with them.

The Recruiting Service also imposes serious responsibilities to balance the attractive features. The men must realize fully that they are the representatives of the Navy—frequently the sole representative—in the community where they are working. They are picked men, and selections are made with care. If they prove efficient they are usually retained on the duty for two years, but if they become careless, untidy, lose interest, or contract bad habits, they are transferred to sea forthwith.

There are twenty-two Recruiting Districts, each operating several sub-stations, so that the country is fairly well covered, particularly the interior, where knowledge of the Navy is principally derived from Recruiting parties.

If Congress authorizes the increase in complement, as no doubt it will, there is every reason to feel assured that the additional men will be obtained, at less cost than in past years, and that the high standards established for the Service will be consistently maintained.

* * * *

ANOTHER CASE

Under date of February 21, 1910, the sheriff of Union County, Oregon, wrote the following letter to the commanding officer U. S. S. Pensacola:

"Dear Sir: I hold a young man for the crime of burglary, by the name of E. H. Hudson, who claims that he belongs to the U. S. Navy, and deserted at San Francisco last April, he would like to get back if he could, if not he will go to the state penitentiary for about two years, *I would rather see the boy go back to the Navy than to see him go to the pen.* I promised the boy that I would write you and find out if they would take him back. *I understand that the U. S. law will protect him,* please let me know what they will do in the matter, he will have his trial about the 10th of March, next month.

(Signed): "F. P. Childers,
Sheriff."

The gross ignorance of the law, and the poor standard of patriotism expressed by the above officer of the law are unpardonable in an American citizen, and such a man is not a fit person to hold a civic position. The idea that he would rather see this man go back to the Navy than to the state penitentiary for two years and that the U. S. law would protect him are scarcely compatible with the position occupied with the individual who signs himself F. P. Childers, sheriff. Such people as Hudson do not stay in the Navy, they invariably desert and the admission to the sheriff of the offense preceeding the burglary is so palpable a stall by the criminal in order to evade what he thought would be the greater punishment that we are greatly surprised at that astute individual being taken in by it. We can offer no suggestions for the enlightenment of the above sheriff unless he has a son. Then let him try to come into the Navy, and see first how remarkably easy it is to get in, averaging less than one accepted out of every ten applicants, and then if this son does get in, lest see how many criminals the sheriff wishes to send to the Navy rather than to the pen for two years. The Navy draws to-day its enlisted personnel from the best class of men in the United States, being mostly sons of well to do farmers of the Middle and Southern States who are on this coast, and perhaps if the above sheriff knew a little more about the Navy he would change his mind.

Valois.

* * * *

PACIFIC TORPEDO NEWS

A tube in the forward boiler of the U. S. S. Hopkins blew out at 7.30 a. m., February 15th, as that vessel was warming up to get under way from San Diego, for San Pedro, California.

Seven men were badly burned and scalded, and one man died of his injuries at 6:30 p. m., of the same day. The sufferers were all given first aid treatment aboard ship while awaiting the arrival of ambulances from San Diego, when they were taken to the Agnew hospital for treatment.

R. E. Taylor, fireman first class, died of his burns. A list of those seriously injured follows:

L. B. Carletillo, F.1c1.
J. F. Hunt, C.W.T.
E. A. Clary, W.T.
W. A. Neave, F.1lc.
G. B. M'Neerlin, F.1cl.
C. L. Davis, C.P.

Chief Water Tender P. E. Bonney, and Machinist Mate S. L. Almon, risked their lives to save the stricken fireroom gang.

The cause of the explosion is unknown and the findings of the board of investigation which convened the day after the accident, have not been made public.

* * * *

STOP BUMBOATS

Instructions have been issued by the Department to pay officers in regard to the management and conduct of ship's stores, or canteens. It states:

> The Bureau's attention has been called to the fact that, since the establishment of the ship's store on an official basis in some instances bumboats have been allowed freer access than formerly to ships. Accordingly, pay officers attention is invited to the necessity of making the service of the ship's store sufficiently complete to do away with the employment of bumboats as far as the ship's store is concerned.
>
> It will be noted that the authority given in General Order No. 25 as to articles which may be sold in the ship's store is sufficiently broad to include practically any item of convenience and comfort desired by the men. The list indicated in that order is comprehensive as to articles authorized, including as well any ration or combined ration arti-

cles, or items of clothing and small stores. Therefore there is no reason why the ship's store stock should be limited in variety any more than formerly.

With the idea that loss greater than with the standard articles of provisions theretofore carried would be occasioned through the handling of stock of the ship's store, particularly those items of perishable nature, such as fresh fruit, pies, cakes, milk, etc., the bureau fixed upon a profit not to exceed 10 per cent to be charged throughout the service to cover such losses. (See par. 2, Bureau Memoranda No. 98, p. 1061.) As noted in the instructions referred to, this percentage is added "not for the purpose of profit, but merely to insure the Government from loss through deterioration, accumulation of dead stock, etc., in operating the store for the convenience of the service."

While taking all proper precautions pay officers should recognize that their surveys of ship's store stock may necessarily show greater losses than would be permissible in dealing with more staple articles, and if the surveys contain adequate explanation as to causes and condition of articles lost, that they will be passed without question in the audit of ship's store returns.

With regard to the purchase of stock, attention is directed to the fact that the instructions referred to, "to secure the requisite elasticity in stock," permit articles for the ship's store to be bought without further authority than that of the commanding officer. This procedure, together with the proper use of the proprietary certificate, should reduce the difficulty of purchase for the ship's store to a minimum. The bureau believes that no articles are more appropriately purchased under the proprietary clause than items which are desired by ship's store customers in special brands, in that "they and no other will answer the requirements of the service." Similarly, articles which are immediately available for sale in the ship's store may be so classified. For instance: Fruit brought alongside a vessel; its accessibility for immediate sale constitutes a proper occasion for the statement that it only will meet the demands of the service.

* * * *

BLUEJACKET REQUIREMENTS

Secretary of the Navy George von L. Meyer has issued a statement in regard to the seamen of the United States Navy, in which he calls attention to the great change which the evolution of the modern ship-of-war has caused in the make-up of the bluejacket. He states:

"The accomplishments which fitted a man for service in the Navy fifty years ago are in but little demand now; for the modern seaman must be more of a mechanic and especially a machinist than a sailor of the old school. Secretary Meyer says the Naval recruit 'should have the facility for acquiring knowledge of electricity, mechanical and machinery work, because our great battleships to-day are nothing more nor less than great big moving machine shops.'

"In the days of wooden ships driven by the wind, the advantage which British and especially American seamen had over those in most other navies was their greater self-reliance, and their possession in a higher degree than most men of their class of what is called individual initiative. They knew what was needed in an emergency, and immediately upon receiving an order they sprang to its execution.

"Since the character of the service has changed it might be supposed that these qualities would be of relatively less value. But instead of this being true, the demand for clear understanding of the work to be done is greater now than ever. Because this is true, the demands of modern sea-fighting call more strongly than ever for qualities which mark Americans as a race. The natural aptitude of Americans for mechanics, more especially their ability to understand and handle machinery, fits them in a notable degree for the work to be done by seamen on a modern man-of-war. Better evidence of this could hardly be asked than that which is supplied by the readiness with which recruits acquire skill in target shooting and in handling the guns of a warship.

"Americans living near the coasts made excellent sailors in days gone by; and now, because they are born mechanics, many of them coming from all parts of the country, become in a little while highly expert seamen of the modern kind."

* * * *

REFORMERS NOT WANTED

Reformers are the bane of the United States. A new set appears for every different phase of the Government. Not a few of them have some idea of bettering the Naval service by some fantastic method. Others would do harm to the Navy to benefit other organizations. The reformer of youthful criminals who advocates placing these men in the Navy for correction is about as cordially detested and hated by the enlisted men of the Navy as any other. When a champion for the Navy in this line appears we applaud him and wish him well. The Los Angeles Times has come to the fore in this regard and gives some very pointed statements as to what that paper would have the Navy be. It says:

"Some wise man with the modern mania for reform in his mind has suggested that delinquent boys who are criminally inclined, with the impulse largely developed, should be put upon probation and then drafted for service in the United States Navy. No doubt many will accept this as an exceedingly proper thing to do. Now we have great sympathy for the degenerate boy, but we must say our sympathy for the United States Navy overrides that for the degenerates in the human race.

"We say keep conscripts, nondescripts, degenerates and no-accounts of every kind out of the United States Navy. Make it an unqualified honor for any American youth, free from crime, of good impulses, of patriotic spirit, and of untarnished reputation, to seek enrollment in its ranks; and when we have secured the continuance of this rule in the Navy, let us also maintain it in the Army.

"If anybody ever knew a degenerate, a tough or a thug to develop the qualities of a truly brave man, he has known a curiosity in human history.

* * * *

USE FLAG FOR CARPET

An instance of a degradation to the National Ensign has been reported to the authorities at Washington by military officers of the State of Minnesota. It seems that a sheriff in that State used the blue part of a flag that formerly floated over the court house as a mat for the floor of the sheriff's office.

The Army and Navy Register has the following to say about the incident:

> When the Minneapolis Tribune heard on January 14th that part of a national flag was being used as matting in the office of the sheriff of Hennepin county, Minn., it printed a picture of the bunting which had served such an ignoble purpose. The sheriff is Otto Langum, and he explained that the banner had been placed on the floor to catch some of the varnish stains during the process of varnishing. The flag had been daily flown on the court house till it had become frayed by the elements; then the lower part was cut off, and it was the blue field that served as a mat. Both an Army officer and a member of the non-commissioned staff of the 1st Regiment of the Minnesota National Guard sent us the clipping with the Tribune's picture of Old Glory. Our National Guard correspondent says he is a member of the Sons of the Revolution, and we do not wonder at his indigation over this use of the starry field of the national flag, and his hearty commendation of the Tribune for bringing before the public the alleged thoughtlessness of the county official. Such a patriotic attitude as the Tribune's toward the Stars and Stripes, and such insistence upon respect being shown it, will eventually result in a public sentiment that will put upon the statute books of all the States proper laws safeguarding the national emblem.

RECORD IN DOCKING

Rear Admiral Uriel Sebree, U. S. Navy, commander-in-chief of the Pacific fleet, has submitted a report of some importance describing the military aspects of the docking at the Olongapo naval station of the eight armored cruisers attached to his command. The floating dry dock was, of course, used for this purpose, and the docking began at 6.20 a. m., November 28th, and was completed at 6:30 p. m., December 3d.

If it has been possible to make use of "overtime," the work could have been completed within three days, a demonstration which is very gratifying to the naval authorities. All the vessels were docked, cleaned, and treated with three coats of paint while in dock. As the hull of each ship represents an acre in area, it will be seen that the work was done with promptness and dispatch. Rear Admiral Sebree in his report makes special mention of the zeal, judgment, and ability shown by Naval Constructor L. S. Adams, who was in charge of the docking and overhauling of the ships.

* * * *

IMPROVE WIRELESS

Extensive plans for furthering the usefulness of wireless telegraphy in the Navy are to be submitted to Congressional committees by the Chief of the Bureau of Equipment. In his report Rear Admiral Cowles says:

"Wireless apparatus of the latest type is to be supplied to all the new vessels of the Navy, including destroyers and all auxiliaries, as this latter class of vessel has proved very valuable in establishing wireless chains across long stretches of ocean without the necessity of disrupting the fighting fleet. Until it may become possible to intrust all coast-wise service to the commercial companies, the bureau is obliged to keep the coast chain of stations in the most efficient condition possible, not only for military service, but to warn mariners.

"Another shore station is contemplated at Dutch Harbor, Alaska, to carry wireless to Bering Sea, connecting with the Cape Nome station, permitting vessels from Nome to Lower California to keep in touch with the world. After the contemplated high-powered station in Washington has been completed, it is believed similar stations will be found necessary on the west coast of the United States, in the Panama Canal Zone, in Hawaii and in the Philippines.

"With stations of such power at these places vessels will be within call while going to or from or while in practically all waters where naval operations of interest to the United States might be expected. Each station will cost in the neighborhood of $100,000."

* * * *

FINDS ROUGH WEATHER

Bringing up the rear guard of the Pacific fleet the supply ship Glacier encountered a stiff northeast gale just outside Honolulu. She rolled and pitched like a cork but came to San Francisco safe and sound. C. Taylor, coal passer, was thrown down a hatch and severely injured.

Many stories of incidents due to the gale were told when the ship arrived in port. One was that when the officers of the wardroom were at mess, the ship suddenly developed a sever roll, and tossed an egg which the ship's doctor was about to eat into the face of an officer sitting opposite. Dishes and glasses did a can-can around the table and disappeared in pieces.

The Glacier made the entire trip with the Pacific fleet as beef boat. The Glacier won the unusual thing of being complimented by the boarding officers when those officials inspected the ship on arrival in San Francisco.

It is rumored that the Glacier will undergo slight repairs at Mare Island and then sail for the south with supplies for the Albany, Buffalo and Yorkton, possibly relieving the Buffalo at the Central American station.

* * * *

GO OUT OF COMMISSION

The Denver and Galveston, convoying the tug Iroquois from Honolulu, arrived in San Francisco February 15th, just ahead of the Pacific fleet. All three vessels will be surveyed, placed out of commission and extensively repaired before again seeing active service.

On the way from Honolulu, where the cruisers took the little tug into their custody, the Denver dropped her port propellor, but was able to make good headway by speeding up on the starboard wheel. The Iroquois is to have new boilers installed at Mare Island.

The Denver and Galveston were never here before, having gone to Oriental waters via Suez. They are the most heavily armed craft of their class in the world, carrying ten 5-inch 50 calibers and eight 6-pounders. The Galveston holds the gunnery trophy for target practice in her class in the Navy.

The officers of the cruisers will be ordered home and the men, whose time has not expired on the Denver, will be placed on the Independence until they are reassigned. The cruisers left Manila on New Year's day and came along leisurely, with stops at Guam and Honolulu, where the officers and men were entertained.

* * * *

GUN DEAFNESS

Gun deafness is becoming a menace in the Navy, according to Dr. Gilbert T. McMaster of New Haven, Conn., a civilian surgeon who has devoted much time to Naval surgery. He asserts that the partial deafness resulting from heavy gun fire will in time cause valuable men in the Naval service to be retired and discharged from the service.

The six pounder, as any Naval man knows, is the hardest gun on the ears in the service. It has a particularly splitting crack at discharge and very few men can stand it. This gun is the worst, according to Dr. McMaster.

Above six inch there is practically no danger of deafness from gun fire. Guns of the larger calibres have a roaring sound that, while it is not pleasant and helpful to the hearing, does not wreck and jar the sensitive membrane of the ear in the way the smaller calibres do. Another reason for the smaller calibres being so harmful is that they are fired with such rapidity that the reports are a continuous series of sharp explosive sounds, each one causing the ear membrane to vibrate.

Several ear protectors have been invented both by service men and civilians, but as yet nothing seems to exactly fill the requirements.

* * * *

JAPANESE TO GO

A story appeared in the daily papers when the Pacific fleet arrived home from the Orient, which, if true, will meet with the sincere approval of the enlisted personnel. It was to the effect that Filipinos were to relieve the Japs as officers' servants aboard the American men-of-war. This is being done to some extent but as yet no general movement has been visible. The story is as follows:

"The Navy on the Pacific is doing away with Japanese and Chinese mess attendants as rapidly as possible. The Orientals are being replaced with Filipinos, who, with a little training, are said to be more satisfactory than the Japanese and almost as good as the Chinese. The little brown brothers are very proud of their naval uniforms. The mess servant has always been a problem in the Navy. The officers believe that the use of Filipinos is the solution."

Service Wit and Rhyme

THE NATIONAL PERIL

By Alfred E. Bennett

Small wonder our battleship's bilges are blue,
And their stern-sheets slope slightly aft;
Monstrous it sounds, but still it is true;
This country has gone simply daft.

On sound conservation
Plus plain conversation,
And matters of minor import,
The public has clamored;
Its knockers have hammered,
And sent up report on report.

But the evil that strikes at our very heart's core
(And we never knew it 'til now)
Is the depleting drain on our treasury store,
To pay for the sailormen's chow.

Our coffers will feel
This ten cents a meal
To gorge the gormandized fleet;
The nation must haste
To strangle this waste:
The sailor gets too much to eat.

There's beans on a Sunday,
Corn beef on a Monday—
My gracious! it's simply a fright!
There's stew, and goo-lash,
And savory hash,
And weinerwurst Saturday night.

The sailors are scoffing our scanty supply
Of good gross grub in reserve;
That's why the price of chuck is so high,
They're getting more than they deserve.

* * * *

PLEDGES OF AN EX-BLUEJACKET

The spirit of reform blazed forth in the mind of a sailor who had recently been discharged from the Navy, and was brought about by winning the hand of his sweetheart. His resolutions were summed up by "NOTS," part of which are given as follows:

I will not make clothes-stops of my wife's corset lacings.

I will not carve my name on the piano.

I will not scrub and wash clothes with my wife's toilet soap.

I will not insist on naming the babies after a cruiser, torpedo boat or battleship.

I will not get drunk oftener than four times a year and on these occasions I will not carry the banner.

I will not insist on making my home the flagship of my neighbors—for "colors" I will not use else but torpedo-boat green.

I will not inspect my wife's clothes, to see if regulation, her ribbons, hose or anything whatsoever may belong to her.

I will not give her extra duty, or ten days solitary confinement.

I will not invite my wife out on the Fo-csle to settle disputes.

I will not "pound my ear" on the kitchen deck.

Last, and above all, I will not ask my wife for a chew, loan, or any of her wearing apparel.

The Liberty Bell

* * * *

A ROOK'S REVENGE

Louisiana Pelican

The boy stood on the rolling deck,
Filled with deep remorse,
He couldn't hold his meals in check,
He was a rook of course.

He cursed the day he was born,
He swore an awful swear,
He crossed the line of Capricorn,
He could not see it there.

He thought of home and all its joy,
He thought of fun he'd missed,
He roundly cursed the foolish boys
Who dared him to enlist.

He thought of how he'd hie him home,
His old time friends to meet;
He'd tell them how he liked to roam
The ship. Revenge is sweet.

L. A. Block, U. S. S. Minn.

* * * *

A good story is told at the hospital, Naval Training Station, San Francisco, on one of the hospital apprentices, recently made from an apprentice seaman. A patient, it seems, went to the surgeon and complained of being sick. He was put through the customary stunts of sticking out his tongue and so forth and then the surgeon wrote something on a piece of paper and sent the patient to the apprentice in the dispensary.

The apprentice took the paper, glanced at it and then mixed a bottle of medicine for the ailing one. The patient left. He soon returned and said: "Say, let me have that piece of paper. I may need some more of this dope."

The startling answer of the apprentice was: "Why, I couldn't read that paper you gave me. I threw it away."

* * * *

Put the hammer in the locker,
Hide the sounding board likewise;
Any one can be a knocker,
Any one can criticise.
Cultivate a manner winning,
Though it hurts your face to smile,
And seems awkward in the beginning.
Be a booster for a while.

THE LIBERTY BELL.

* * * *

A maid who lived in Frisco,
The "Pennsy." came to see;
She was dead in love with Wendel,
Or at least she seemed to be.
Joe also thought quite well her,
And just to be a sport,
Mailed heaps of picture post cards
From almost every port.
One day a postal came
Joe grabbed it and there he read:
"You may keep on sending postals,
But do not write—I'm wed."

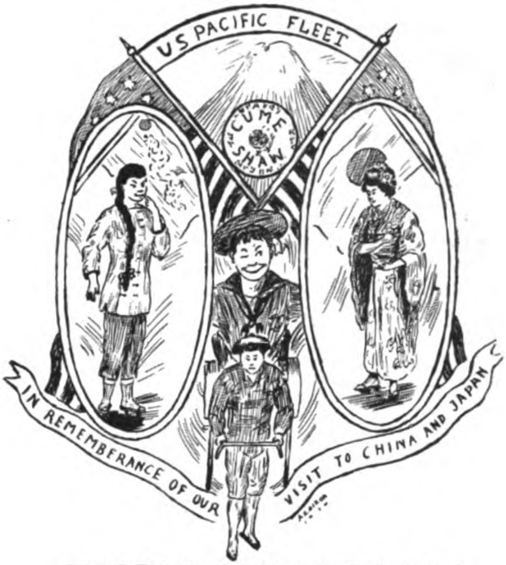
THE LIBERTY BELL

* * * *

NAUTICAL FACTS FOR LANDSMEN

The stern post is not paper. The berths on board do not necessarily add to census. The hatchways are not hen nests. The way of the ship is not the extent of her avoirdupois. The boatswain does not pipe all hands with a meerschaum. The ship does not have a wake over a dead calm. The swell of a ship's side is not caused by dropsy, nor is the taper of the bowsprit a tallow candle. The deck is not a pack of cards. The hold is not a vessel's grip. The trough of the sea is not dug out of the ship's log. The crest of the wave is not an indication of its rank. The buoy is not the captain's son. The men are not beat to quarters with a club. Ships are never boarded at hotels. When a ship is buried in a wave, she is not wrapped in her shrouds, and when she is hogged she is not necessarily laden with pork. The bow of a ship is not evidence of politeness. The sails of a ship are not made by an auctioneer, nor are the stays constructed by a milliner.

THE DITTY BOX.


U.S. PACIFIC FLEET
CUMSHAW
IN REMEMBRANCE OF OUR VISIT TO CHINA AND JAPAN

I LOVE THE TEA SETS BUT OH THOSE COAT-OF-ARMS!

ASHORE AND AFLOAT

By ALFRED E. BENNETT

The torpedo boat destroyers Perry and Preble sneaked into San Pedro harbor at night and anchored behind the break-water. The next morning the Perry moved over to Long Beach and dropped anchor about half a mile from the dock. The mail clerk landed; but, on his return, the motor dory engine broke down at the wharf. A curious crowd, composed chiefly of inland tourists, had gathered at the dock to view the boats. An alfalfa individual with the usual facial adornments and sincerity of manner, accosted the mail clerk and the following ensued:

"What be ye?"

"The torpedo boat destroyers Perry and Preble," answered the sailor.

"Whar did ye come from?"

"San Diego."

"Whar be San Diego?" Rueben asked, leaning on the rail to make himself comfortable. A general smile went round the crowd; and, catching a wink from a couple of wise ones, the sailor entered into the spirit of the occasion.

"About 90 miles away to the south," he replied.

"How long did it take ye to come?"

"About four hours."

Reuben counted on his fingers slowly and spat reflectively at a passing jellyfish. The crowd held its breath.

"Gosh durn! how fast do ye go?"

"Twenty-five to twenty-eight knots."

"What is a knot?"

"A mile and an eighth."

Again Reuben counted on his fingers and nodded wisely. "Who sent ye?" he asked.

"Admiral Evans," replied the sailor.

"Well I swan! what did old Fightin' Bob send ye down here fur?"

"Oh, just to keep us moving."

"Is that all ye have to do, jist keep movin' from one place to t'other?"

"That's all."

"Well, well, now I do say! What air them boats fur anyway?"

"Why, the name ought to tell you that,—torpedo boat destroyers."

"Do they destroy torpedoes?"

"Yes."

"By cracky! they shore do look mean, them little fellers layin' there in the water."

"Yes, they are the little black demons of the deep," the gob volunteered.

"They're what!" the verdant one exclaimed. "I thought you jist said they was torpedo boat de—" but here, the engine began to spit and sputter, and the boat drew quickly out of hearing.

* * * *

THE DYING SAILOR OF A DECADE AGO

From the Ess Dee

A sailor lay dying on his bunk,
His features pale and grim,
When he with a lowered voice had called
His shipmate close to him.

"My faithful friend," he whispered low;
"I've taken many long trips,
But now, at last, I am going where
They don't coal battleships."

"I am going where there are no boiled dogs;
Where they don't eat no salt pig;
And no Jimmy Legs is watching you
To get you in the brig."

"I am going where they no quarters have;
Not even Sunday inspection;
Where you can roam most anywhere
Without fear of detection."

"I am going up where the uniform
Is a garment of purest light;
No need to shift your clothes all day;
You can fly around at night."

"I am going where there are no sick bays;
Unknown are earthly ills;
Where the doctors give you no quinine,
Nor even cathartic pills.

"Oh, Jack, I want you to promise me
While yet there is time to spare,
That when they pay you off for good
You will meet me over there."

With lowered head his old friend stood;
His form with anguish shook;
Then, in a moment, head erect,
His sick pal's hand he took.

"Oh, Pete," he said, "In all your life
I have never known you to lie,
And, if what you are telling me is true,
I, too, sure want to die."

Lewis Kline.

* * * *

THE FEVER

By A. C. Weiser in The Ditty Box

When your first long cruise is over and you've cashed your final few,
And a breakfast and a boat ride are all that's left for you,
And you monkey with the collar as you don your suit of citz,
While your shipmates sitting near you have the bluest kind of fits;
You are bubbling o'er with pleasure at the thought of going out,
The friends at home will welcome you, of that there is no doubt;
And it never seems to strike you, that you've made a beaten track,
In the years you've been a sailor that you might come back.

So you hasten out as boat call sounds—last call you have to stand,
And you wave farewell to shipmates as you push away to land.
First call for drill is sounding from the bugler's throat of gold,
But you are free and have to stand no drill in heat or cold;
Although you get to wondering as the scenes fade from your sight,
If gun drill really was so bad, or anchor watch at night.
You think, of course, when first discharged, one feels just sort of sad;
But you've got the fever symptoms and you've got them bad.

You're in business on the outside and you're making good it seems,
But the water seems a-calling and a-calling in your dreams.
Then some day you meet a sailor, out on a furlough for a week,
And you find you know his brother, or his cousin or his friend,

And your job on the outside has found a sudden end;
For a longing fierce comes o'er you that your soul can not resist,
It's the crisis of the fever and you re-enlist.

* * * *

A certain class of men, we guess
Are very much like drums.
From heads that contain most emptiness
The greatest uproar comes.
And if you have a mex or two,
They stick to you like Spaulding's glue.

* * * *

JUMPIN'

Dedicated to the Special Fourth's

Chug! Chug! Chug!
You can hear gas engine chunkin'
Just abaft our starboard beam,
As a gruntin', puffin' shore launch
Wakes all hands from peaceful dreams.

Blink! Blink! Blink!
You can see her lights a bobbin'
As she turns to breast the tide,
An' let some hazy, dazy off'cers
Come Clamborin' up our side.

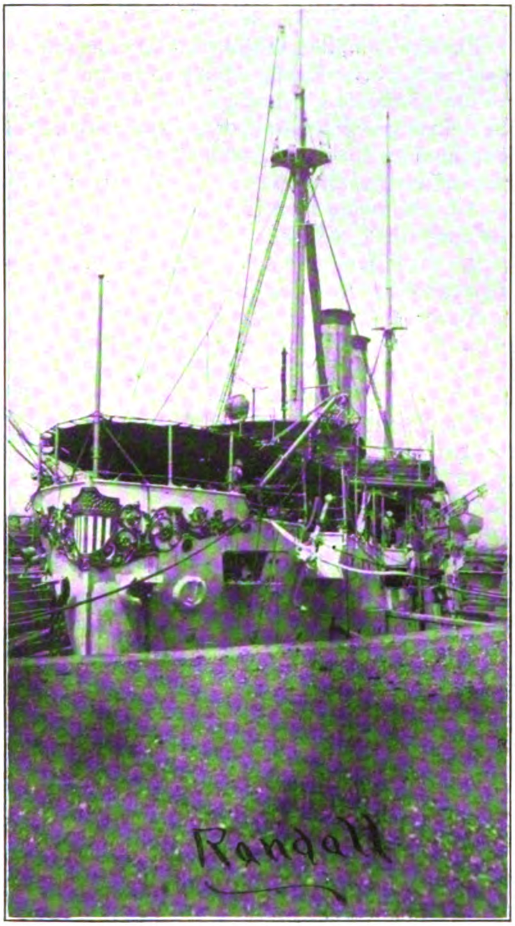
Tramp! Tramp! Tramp!
You can hear the 'gyreene' sentry
Slowly stompin' down the deck,
While the gas boat bumps and mutters
Like the poundin' of a wreck.

Hist! Hist! Hist!
Can't you feel an orful silence
Like the calm before a storm,
Can't you feel the silent shufflin'
Of some dark bemuffled forms?

Pat! Pat! Pat!
Can't you hear the soft, soft patter
Of shoeless, stockined feet,
Like the plunkin' of a rain drop
On a powder dusted street?

Quake! Quake! Quake!
You can imagine all the feelin's
In a foolish 'gobshite's' breast,
When jumpin' ship in shore boats,
He succeeds, and fears can rest.

Clink! Clink! Clink!
You can hear the tinkle, clinkle,
Of the gold the boatman gets,
Next day you'll hear the 'specy'
Of the court the 'jumper' gets.



U. S. S. Galveston in Dock

The Navy Recruiting Station at Pittsburg, Penn., has been discontinued and in lieu a station will be established in Iowa with headquarters at Cedar Rapids. This section has not been visited by a Recruiting Party for several years, and it is believed the Navy will secure valuable men there. About eight petty officers will be detailed for the party.

* * * *

E. W. Callahan, chief clerk of the Bureau of Navigation, Navy Department, died suddenly in Washington, on January 29th. He had been connected with the Bureau for seventeen years and was well known among the officers and enlisted men.

* * * *

A new Naval hospital is to be established at Guam on the recommendation of the Commanding and Medical Officers of that station. It will cost $6000, and be located in the interior of the island where it is claimed the climate is much healthier than on the sea coast.

Y. M. C. A. IS HELPFUL

Figures compiled at the general office of the Army and Navy Young Men's Christian Association of the San Francisco bay district show that during 1909 more than 300,000 enlisted men made use of the Association rooms at 84 Market street, the Presidio and Mare Island.

An interesting item in the figures is the one showing that $120,402 was left in the care of the managers of some one of the three Associations for safe keeping.

More than 39,000 men registered for night lodgings and 51,046 letters were written from the Association rooms during the year.

* * * *

The Secretary of the Treasury has awarded to Michael J. Conlon, Chief Boatswain's Mate on board of the Hancock, a silver life-saving medal for gallant conduct in saving a shipmate from drowning on the morning of August 16, 1909; also a silver life-saving medal for Thomas McDonald, Gunner's Mate, third class, on board of the Virginia, for gallant conduct in rescuing a shipmate from drowning in the harbor of Provincetown, Mass., July 13, 1909.

* * * *

ATTEMPT DESERTION

A tale of three marines trying to desert from the Buffalo at Corinto was brought to the States by the passengers of the Pacific Mail steamship City of Sydney.

The City of Sydney was lying about 100 feet from the Buffalo at Corinto. After pipe down on the evening of January 4th, three marines went over the side and started swimming for shore. They were discovered by the watch and a launch put out after them. One man tried to feign drowning and escape, but all were captured.

* * * *

PRAISES BLUEJACKETS

Rear Admiral Albert Ross, commandant of the new training station at Chicago, Ill., was interviewed in that city on the subject of the enlisted personnel of the Navy. He recounted various stories telling of the fidelity of the American bluejacket, and finished with words of highest praise for the enlisted men who make their homes aboard the men-of-war. He said:

"The man behind the gun in the United States Navy deserves all the praise that can be given him. The men in our Navy are of the highest type in the world. Their standard is courage, and the character and morality of our sailors are of the best. They are true to their sweethearts, their families, their superior officers and themselves."

DATES ENLISTMENTS BACK

A recent decision by the Controller of the Treasury affects the status of a re-enlisted man who applied for re-enlistment before the expiration of four months, but was not actually sworn in until later.

It states that an honorably discharged man who presented himself for re-enlistment within four months of the date of his discharge, entered upon duty, messed and lodged aboard ship, and submitted himself to Naval authority, all of which was done with the knowledge of the Commanding Officer of the ship, is entitled to be paid in all respects the same as if his re-enlistment had been regular and completed upon the day of his entering upon duty.

* * * *

What might have been an interesting experiment in the value of aeroplanes and dirigible balloons in Naval warfare was proposed for the recent Los Angeles aviation meet. The plan was to use the revenue cutter Bear and the torpedo vessels in the harbor as an enemy's fleet and to have the balloons and aeroplanes attack them.

The ships would play their searchlights in the sky in an attempt to locate the airships, while those vessels would attempt to drop a dummy bomb on the deck of some ship selected in advance.

* * * *

NAVAL OIL STATIONS

Since the commissioning of several torpedo boat destroyers that use oil as fuel entirely, the Navy Department has seen the necessity of establishing oil stations along the continental coasts. The first stations of this kind to be established will be on the Atlantic side at Guantanamo, Cuba; San Juan, P. R.; Charleston, S. C.; Norfolk, Va.; and Bradford, R. I.

Surveys for stations have been made on the Pacific coast at Port Townsend, Wash., Venice, Cal., and San Diego, Cal., although no stations will be established at present owing to the absence of torpedo vessels using oil as fuel on the west side. The first experiments in oil burning for larger vessels were carried out on the Pacific side with the monitor Cheyenne, formerly the Wyoming, as experimental ship. The reports of this cruise are now with the department.

In the merchant marine, oil is fast becoming a serious rival of coal as fuel and is an important factor in future Naval construction. Oil has been demonstrated as cheaper than coal and experts predict that the supply of crude oil now known will last 200 years with the possibility of its field being limitless.

WANT FIFTY SUBMARINES

Senators and members of Congress from the western states are making an effort to have fifty submarine boats built on the Pacific coast for service in Pacific waters, according to press dispatches from Washington.

The plan is to have ten boats built each year for five years. This would increase the submarine fleet gradually and at the expiration of the five years place the west coast in excellent condition for harbor defense.

At present but two submarines, the Grampus and Pike, are in service in western continental waters. Both are in San Francisco bay.

In company with the Fortune, their tender, the two submarines will go to San Diego this summer for maneuvers.

* * * *

After waiting for several months the monitor Cheyenne will be fitted with new 12-inch guns in her one turret. The guns are to be of the latest model, and are intended to place the Cheyenne in excellent condition as a harbor defense and coast defense vessel. It is possible that the Cheyenne will become a part of the fleet of the California Naval Militia, and that a gun's crew for her large guns will be organized among the militiamen. These vessel would be manned by Militiamen in time of war.

* * * *

CIVILIAN CLOTHING

A new order has been promulgated in regard to the issuing of civilian clothing to discharged men. It states that in the discretion of the Commanding Officer men discharged may be furnished with civilian clothing and the same paid for out of the appropriation Pay Miscellaneous.

The same order provides for a payment of $10.00 to men discharged from Naval prisons and furnished transportation to their homes. A check for this $10.00 will be forwarded to the Postmaster of the man's home town and given him upon his arrival. This will be in addition to transportation and subsistence enroute.

* * * *

An effort is being made by friends of Frederick Baker, a former Marine, to secure his pardon from Government imprisonment. Baker deserted from the Marine Corps during the Filipino Insurrection, to the enemy. He surrendered in 1900, and was sentenced to life imprisonment instead of being shot. His friends claim that he was mentally unbalanced at the time he deserted and assert that his punishment has been sufficient.

WRONG IMPRESSION

Under the caption of "Bluejackets Are Easy," stories emanating from Hoquiam, Wash., were sent out last month telling how Uncle Sam's Navy was very lax and that a party of thieves had ransacked the vessel at Hoquiam, taking several barrels of pork and other provisions. The dispatch mentions the ship as the "U. S. S. McArthur," and states that the ship is manned by uniformed officers and tars.

The impression left that the vessel belongs to the Navy is false. The McArthur is a small survey boat owned by the Department of Commerce and Labor, and at present is in the Coast and Geodetic Survey service.

* * * *

NEW PARENT SHIP

An attempt is to be made, according to press dispatches, to remodel the cruiser Boston, and make her a first class parent ship for the torpedo boats of the Pacific coast. It is planned to rebuild her on lines suggested by the various torpedo boats' commanders of both coasts.

Heretofore it has been the custom to attach a supply boat, small cruiser or gunboat to the torpedo fleet as flagship and parent craft. This plan did not always work well on account of store room space and other necessary adjuncts for a good parent ship.

For a year or so reports have been sent to the Department on the advisability of remodeling some vessel and incorporating in her the ideas of various torpedo boat commanders as to what a parent ship should be.

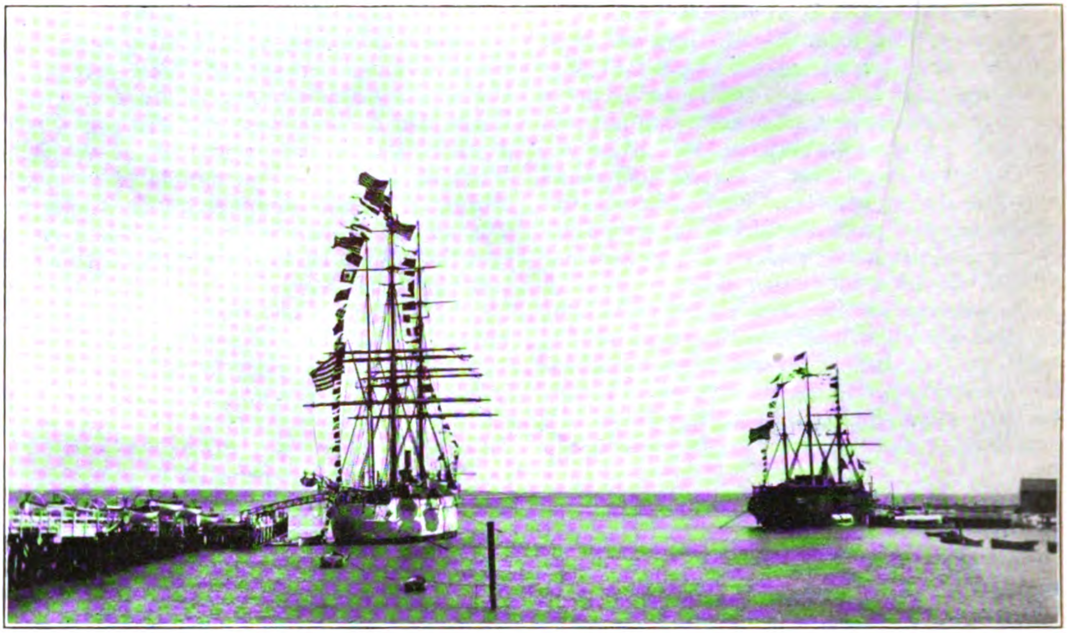
The supply ship Iris, at present parent ship, is as well fitted for this duty as any ship on the Pacific coast, but even a supply boat lacks some essential parts for the model parent ship. The Boston, it is believed, can be made into the best parent ship in the Navy.

* * * *

A scuttle butt rumor to the effect that the California and Colorado will leave this summer for a six-months' cruise somewhere in the south seas has gained considerable credence in the fleet and at Mare Island. Orders have been received at the yard, it is said, for supplies for this cruise for those two ships to be held in readiness for immediate sending aboard.

* * * *

The first electric range for the galley of a man-of-war is being built in Newport, R. I., and will be installed in one of the ships of the Atlantic fleet.



"Intrepid" and "Pensacola", Naval Training Station, San Francisco

STATION TEAM LOSES

The baseball team of the Yerba Buena Naval Training Station, went down in glorious defeat at the hands of California University, on February 7th, by a score of 4 to 3. The stationites played excellent ball for their meager practice. California University is touted the best amateur organization on the Pacific coast. The station line-up was as follows.

Fowler, center field; Knowles, right field; Scott, short stop; Lenhoff, catcher; Scott, first base; Larimer, third base; Hollis, second base; Hibler, left field; Rentz, pitcher.

* * * *

PURE FOOD EXPOSITION

A Bakery, Cookery, Confectionery and Pure Food Exposition will be held in San Francisco, at the Auditorium, Page and Fillmore streets, March 21st to 26th, which will be the largest exhibition of this kind ever held on the Pacific coast. It will be held under the auspices of the Cooks' Association of the Pacific Coast and the Master Bakers' Association.

The exhibition will be of an industrial nature. Valuable prizes are offered for competitors and also for persons purchasing season passes. The main features which probably will interest the enlisted personnel of the Navy will be the exhibits of food stuffs to be prepared by various chefs, bakers and confectioners of the coast. Paul Woods, ship's cook, first class, at present attached to the Training Station, will be one of the exhibitors.

Ship's Cook Woods will bake a cake, which will be a model of the cruiser California. It will be five feet long, five and one-half feet high and two and one-half feet wide. The replica of the ship will be of sugar frosting and any man who has seen Woods's former work will know that the ship will be complete to the most minute of details. Woods has made several cake models of ships during the past year and has been the recipient of many compliments on his ability as a cake designer. The Navy hopes to land first prize at the Exposition through his efforts and it will help to have the men of every ship take a look at his exhibit.

* * * *

WASHINGTON'S BIRTHDAY DINNER

Athletic sports were held at the United States Naval Training Station, San Francisco, on the morning of February 22d, Washington's Birthday. The events and prizes were as follows, 1st price, $1.00; 2d price, 50 cents: (1) Cutter race, 13 men; (2) 100-yard dash; (3) Three-legged race; (4) Egg race; (5) Sack race; (6) Wheelbarrow race; (7) Shoe race; (8) Potato race; (9) Tug-of-war, 10 men.

P. G. Stamm, Chief Commissary Steward, prepared the following menu:

Soup
Cream of Celery

UNIVERSITY OF CALIFORNIA

Relishes
Green Olives Raddishes Mixed Pickels
Celery
Salad
Combination Salad, Mayonnaise Dressing
Roast
Young Turkey, Giblet Dressing,
Cranberry Sauce Cold Boiled Ham
Vegetables
Mashed Potatoes Sweet Corn
Desserts
Ice Cream Jelly Layer Cake Mince Pie
Oranges Apples Cluster Raisins
Mixed Nuts Cafe Noir
Cigars

* * * *

Y. M. C. A. OPENING

To celebrate the opening of the new annex the Naval Young Men's Christian Association held exercises at the association's hall, 82 Market street, San Francisco, on the evening of February 14th. Parties of men from the various ships and stations and also soldiers from the San Francisco posts, were guests. The speakers were: Lester L. Morse, Rev. William Rader; E. D. Bullard; Dr. R. L. Rigdon, Rev. H. H. Bell, Walter MacArthur and Fred A. McCarl.

* * * *

RUNAWAY CAUGHT

A deserter from the U. S. S. Franklin, after a somewhat stellar career, was arrested in San Francisco last month on various charges. His father, a sheriff in Michigan, caused the arrest.

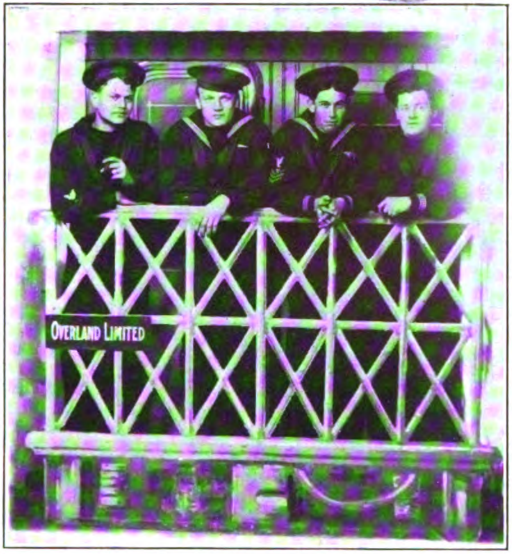
Roy E. Pettik, the deserter, is a graduate of Michigan University. He was charged with forgery in Michigan and left hurriedly. He enlisted in New Jersey, but fearing the Naval authorities would find him out and turn him over to the police, he deserted. He then posed as a man of wealth and succeeded in passing several bad checks over the country before he was apprehended.

* * * *

HYDROGEN EXPLODES

The new submarine torpedo boat Stingray was put temporarily out of commission and one of her crew injured by an explosion of hydrogen gas on board. The Stingray, which is at the Charleston Navy Yard, was on the surface at the time.

The explosion occurred as Seaman John Murphy was engaged in charging batteries aboard the submarine with hydrogen gas. A voltage of 35 had been reached, when, without warning, the gas exploded, hurling Murphy across the boat.



Not Yet, But Soon

Murphy was taken to the Naval Hospital, where he was found to be suffering from internal injuries and contusions. His condition is not regarded as serious.

* * * *

The death of Rear Admiral Nehemiah M. Dyer, U. S. N., retired, removes from the Navy list all but one of the captains who commanded under Admiral George W. Dewey at Manila Bay in 1898. The only surviving Captain is Rear Admiral Asa Walker, who had command of the Concord. He was retired in 1907. Rear Admiral B. P. Lamberton, retired, was Admiral Dewey's chief of staff at Manila Bay. A severe illness recently has left him blind.

* * * *

The ship's company of the cruiser California, gave an entertainment aboard ship shortly after the arrival home, for their friends ashore and the men of the other ships. It was one of the best shows of the cruise. The members of the cast received compliments from all sides on their work.

* * * *

The pay officers of the various ships and stations have been ordered to forward underwear, except a sufficient stock to last the crews three months, to general distributing points for redistribution before the adoption of new garments. All requisitions hereafter must be for minimum amounts so that the present supply will be equally distributed over the service.

NEW TORPEDO FLEETS

In accordance with the provisions of General Order No. 46 of December 14, 1909, the various torpedo vessels and submarine boats of the Navy have been assigned to fleets and divisions and call letters assigned to them. The assignment is for the tactical book and not for correspondence or other purposes. These call letters replace all others. The new arrangement of the boats in the Pacific is as follows:

Pacific Torpedo Fleet

Torpedo Divisions

First Torpedo Division (11th Fleet), D (Fleet); Whipple (flagboat), U; Truxton, R; Hopkins, H; Hull, L; Farragut, O.

Second Torpedo Division (11th Fleet), D (Fleet); Paul Jones (flagboat), V; Perry, G; Preble, J; Stewart, K; Goldsborough, X.

Third Torpedo Division (11th Fleet), D (Fleet); Lawrence (flagboat), B; Rowan, C; Fox, P; Davis, W. (One boat short in this division.)

Fourth Torpedo Division (12th Fleet), H (Fleet); Bainbridge (flagboat), Q; Barry, A; Chauncey, E; Dale, S; Decatur, M.

Tender

Iris (11th Fleet), D (Fleet); ship's call letter, F. (No other tenders assigned at present.)

Submarine Divisions

First Submarine Division (15th Fleet), W (Fleet); Grampus (flagboat), U; Pike, R; Carp, H; Barracuda, D; Pickerel, L; Skate, O; Fortune (tender), V. (One vessel in excess in this division.)

Third Submarine Division (15th Fleet), W (Fleet); Adder (flagboat), G; Moccasin, J; Porpoise, K; Shark, X; Mohican (tender), B. (One vessel short in this division.)

G. v. L. Meyer,
Secretary of the Navy.

S.O. 36, DEC. 30, 1909, NAVY DEPT.

S.O. No. 35, of Dec. 14, 1909, is hereby modified as follows.

Under "Pacific Torpedo Fleet," strike out all references to the "Fourth Torpedo Division," to the "Third Submarine Division," and to the "Mohican."

Add the following organization of the Asiatic Torpedo Fleet:

Asiatic Torpedo Fleet

Torpedo Divisions

First Torpedo Division (11th Fleet), D (Fleet); Bainbridge (flagboat), U; Barry, R; Chauncey, H; Dale, L; Decatur, O.

Tender

No tender assigned at present.

Submarine Divisions

First Submarine Division (15th Fleet), W (Fleet); Adder (flagship), U; Moccasin, R; Porpoise, H; Shark, D.

Tender

Mohican (15th Fleet), W (Fleet); ship's call letter, B.

* * * *

The winged "V" football team of Vallejo trounced the team from the New Orleans in Vallejo January 31st, by a score of 12 to 0. Lack of practice was the cause of the Navy's defeat.

* * * *

Thomas Marston of the U. S. S. Galveston, narrowly escaped drowning off Mission street wharf, San Francisco, last month. He was rescued by watchmen and policemen early in the morning.

* * * *

It is reported in Washington that walking tests for officers will not be discontinued as some imagine, but that all officers that for any reason did not walk 50 miles in three days, a test of 100 miles in six days will be required.

* * * *

Charged with representing himself to be an officer of the United States Navy, and with obtaining money under false pretenses, H. K. Glover was sentenced to imprisonment by the United States Circuit Court in San Francisco. Glover made his allegations that he was a Captain in the Navy in Los Angeles. He succeeded in fooling several people.

* * * *

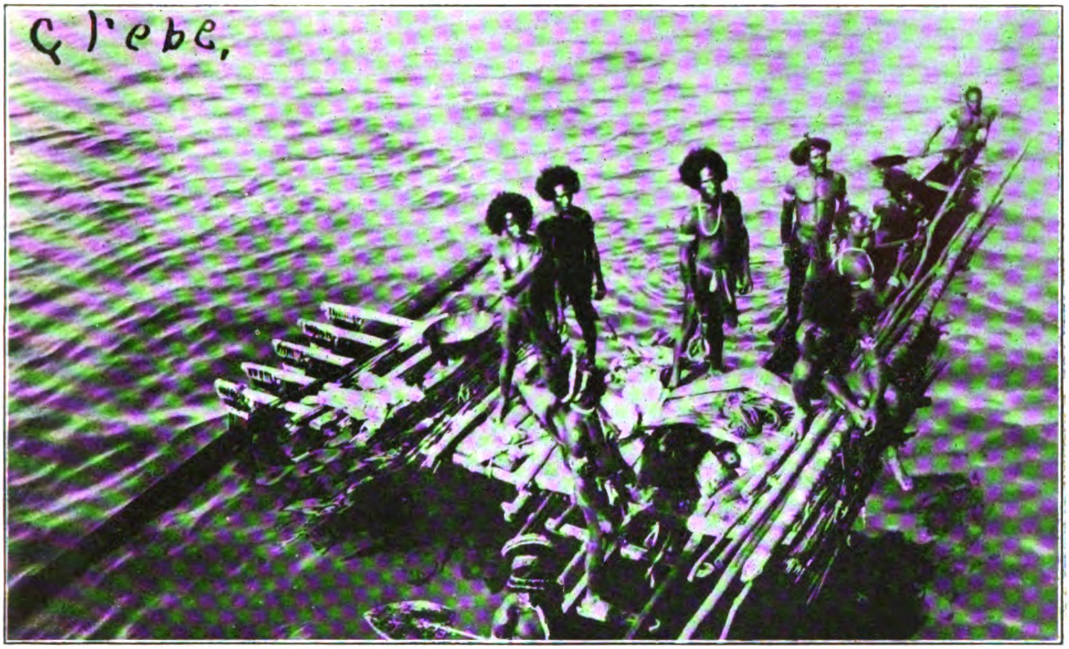
Services in honor of the American bluejackets who lost their lives in the Maine explosion twelve years ago, were held at the Presidio of San Francisco, February 14th. The various army organizations and the San Francisco squadron of Naval veterans attended.

* * * *

The school children of Guaymas and Hermosillo, Mexico, have offered the Mexican government money with which to build a battleship for the Mexican Navy. It is proposed to have each child give ten cents. This money will be collected by the state of Sonora and forwarded to the central government.

* * * *

American bluejackets from the Asiatic fleet were landed in Yokohama, Japan, to assist the local fire department in extinguishing flames in the Club hotel.



At Nares Harbor, Admiralty Island. Bantering with Sailors of Pacific Fleet for Tobacco

PRISONER KILLED

Three men, while attempting to escape from the Naval Prison at Portsmouth, N. H., in a boat, were shot by armed guards, who killed one fugitive and wounded the other two. The dead man is R. F. Spurling of Indianapolis. The wounded men are Harry McGarvey and Albert J. Montgomery, homes unknown. Both will recover. The men were serving short terms for minor offenses at the Navy Yard prison.

At the end of the noon hour, when the prisoners in detachments of about a dozen each, were marching back to their places of employment in the yard, the three men shot made their futile dash for liberty. Breaking from the ranks, they scudded for the gates. A momentary impulse on the part of the rest of the detachment to follow was frustrated by the accompanying guards, who closed in on them, leaving the escaping trio to other guards.

The sounding of the jail-break signal on the fire alarm whistle brought every man in the guard to his post. Nevertheless the fleeing trio by dodging around various buildings managed to reach the banks of the Piscataqua river and jump into a skiff which they found there. Guards followed fast upon their heels, and the fugitives had got only a few hundred feet out into the stream when the pursuers, seeing their demands for surrender disregarded, opened fire.

Ammunition for the Bremerton Navy Yard has been moved from the yard magazine to the new $250,000 magazine at Ostrich Bay. This building is three miles from the yard on an arm of the inlet known as Washington Bay. It contains quarters for the gunner in charge and watchmen. A gravity water system to provide fire protection has been installed. The ammunition was moved in specially constructed lighters. Chief Gunner Charles Hierdahl, U. S. N., is in charge.

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CREATES VICE ADMIRAL

The Navy Department has announced itself as in favor of the bills introduced in Congress to revive the grade of vice admiral in the Navy. A bill that has passed the Senate provides for one vice admiral of the Navy in addition to the present rear admirals. A bill that has passed the House provides for the creation of five vice admirals in addition to the present number of rear admirals. Both bills have been referred to a joint committee with the recommendation that the House bill be made a law. Another bill provides for the creation of one Admiral for the Navy. It is not thought that this bill will pass.

* * * *

The new Naval program of Great Britain calls for 38 vessels, four of which are large battleships, two battleship-cruisers and the remainder small cruisers and torpedo vessels.

U. S. S. South Dakota Boys Ashore, Admiralty Island

ESTABLISH OIL DEPOT

Steps are being taken by the Navy Department for the establishment of an oil reserve supply depot for the Navy in the Mid-Continent oil fields of Oklahoma, southern Kansas and northern Texas. It provides for the purchase of suitable oil fields and the erection of tanks to hold reserve supply.

The bill, if it becomes a law, is intended to give the Secretary of the Navy power to keep the reserve supply of oil for the Navy in keeping with the Navy's needs. In other words, the Department will not be forced to wait for additional legislation to improve the reserve tankage but can, at any time, purchase more fields and erect larger tanks.

This clause is inserted because of the possibility of a large amount of oil being needed for the Navy, should the Department decide to use oil as fuel on the larger ships. Storage tanks may also be erected on the Pacific, Atlantic and Gulf coasts, and pipe lines laid for the proper handling of the oil.

Should this bill pass Congress and become a law it will prove valuable for the Navy even if oil is never used as fuel in the service. The oil fields will always be valuable and of benefit to the Government.

* * * *

Australia's first warship was launched February 10th. She was named Paramatta, and is a river torpedo boat. She registers 700 tons.

An explosion on the battleship Virginia while saluting at Guantanamo resulted in the injuring of two gunner's mates. It was necessary to amputate the arm of one man. The other one was burned seriously in the face.

* * * *

The new dry dock at Mare Island, was flooded last month for the first time. The Cheyenne was the first ship to enter. The dock is 791 feet long, 76 wide at the bottom, and 120 feet wide at the top. It will hold a vessel drawing 34 feet. The bottom rests on concrete 9½ inches thick, and is supported by 12,000 piles.

* * * *

The cruiser New Orleans will leave the Mare Island yard about the first of the month for her new station in Asiatic waters. The New Orleans started about a month ago, but was forced to put back for additional repairs. She will take the place of the Galveston in the Asiatic fleet which vessel goes out of commission at Bremerton.

* * * *

For a further test of improved wireless, the scout cruisers Birmingham and Salem, now at Norfolk, will cruise on the eastern coast of South America. These vessels lately cruised to the Azores islands, testing wireless. These tests, it is reported, were not satisfactory.

The required depth for the new dry dock at Bremerton, has been reached and everything is in readiness for the stone work. Work on this dock will be rushed.

* * * *

The torpedo boat Rowan made the run down the Pacific coast from San Pedro, Cal., to San Diego, Cal., on February 7, 1910, in four and one-half hours. As the Rowan is one of the older boats her record is exceptional. The remainder of the flotilla was maneuvering off Catalina island when the Rowan made her run to join the Perry, which was coaling at San Diego. The Rowan remained in port several days while the crew repaired several consensor tubes, which had become in a bad way during the torpedo maneuvers.

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The Portuguese cruiser San Gabriel will visit the Pacific coast in May, 1910. She will make stops at San Diego, San Pedro, San Francisco and Puget Sound.

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Record torpedo practice is to begin March 15th, at San Pedro. It is thought that the guns will also be fired in southern California waters instead of Magdalena Bay, as heretofore. The destroyers Hull, Whipple and Truxtun, are out of the race for honors in the coming practice, as each of these vessels has either lost or disabled a torpedo already. The trophy will no doubt fall to either the Paul Jones or Perry.

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TUG NINA LOST

After searching for five days off the coast of Massachusetts and Connecticut, the Department has given up all hope of finding the tug Nina, tender to submarines on the Atlantic coast, which vessel was on her way to Boston and encountered a severe storm. As the Nina was not fitted with wireless it is probable that the details of her loss will never be known. She carried a crew of about 30 officers and men.

* * * *

The keel of the 26,000-ton all big gun ship of the United States Navy, the Arkansas, was laid at the New York Shipbuilding Yards, Camden, N. Y., on January 27th. It is expected to have the Arkansas skid the ways by Christmas of this year, and establish a new record in battleship building.

* * * *

The gunboat Vicksburg has been ordered to proceed from Corinto, Nicaragua, to Mare Island, and undergo repairs before additional cruising. The Vicksburg was slated for the east side when she left California but owing to the rebellion in Central America, she was attached to the squadron there.

* * * *

The Iris has sailed from Mare Island for San Diego, where she will be stationed for several months while the torpedo boats, for which she is mother ship, are holding maneuvers off the southern coast. The Iris has been refitted but she will not attempt any steaming, but will be moored in San Diego bay.

* * * *

The Rainbow and Relief have been ordered home from Asiatic waters to Mare Island, where they will undergo repairs and be fitted out for service with the Pacific fleet. Both vessels have been in Asiatic waters for several years. Prior to the arrival of the Charleston in Asia, the Rainbow was the flagship of the Asiatic fleet.

* * * *

The torpedo flotilla, engaged in standardization trials off the San Diego coast the latter part of the month. The boats participating in the exercises were the Truxton, Whipple, Paul Jones, Stewart, Goldsboro and Hopkins. The Perry and Rowan will run later.

* * * *

The first division of a Naval Militia for the State of Washington, was organized at Bremerton last month. Other divisions will be formed in Seattle, Olympia, Tacoma and Grey's Harbor.

* * * *

The Albany and Yorktown have been ordered to proceed from Nicaraguan waters as soon as the revolution in that country ends, and repair before making the trip to Asiatic waters, where they will be attached to the Asiatic fleet. These ships were to have sailed December 20th for the Orient, but owing to the Central American trouble, they were delayed.

* * * *

The Vesuvius, now at the Navy Yard, Boston, Mass., has been ordered placed in commission for duty at the Torpedo Station. The status of the vessel while at the Torpedo Station will be considered as in commission in reserve.

The Chicago was placed in reserve on the 23d instant, at the Navy Yard, Boston, Mass.

The commander in chief, U. S. Pacific Fleet, shifted his flag from the Tennessee to the California on February 5th. The California will continue as flagship of the Pacific Fleet until further notice.

The submarine Snapper has been ordered placed in commission at the Navy Yard, Boston, Mass.

The Lamson was placed in commission on February 10th at the Navy Yard, Philadelphia, Pennsylvania.

The mail address of the Albany, Buffalo, Princeton, and Yorktown will be: "In care Postmaster, New York City," until further notice.

The mail address of the Vicksburg will be: "Pacific Station, via San Francisco, Cal.," until further notice.

The South Carolina has been ordered placed in commission at the Navy Yard, Philadelphia, Pa., March 1st, or as soon thereafter as practicable.

The orders directing that the Maryland and West Virginia be placed in reserve at the Navy Yard, Mare Island, Cal., have been revoked.

The submarines Adder and Moccasin were placed in commission February 10th, at the Naval Station, Olongapo, P. I.

A special service squadron will be organized to consist of the North Carolina, Tennessee, Washington, and Chester, with the Montana as flagship, for the purpose of visiting Buenos Aires to take part in the Argentine Centennial celebration to be held at that place during May.

The squadron will rendezvous at Maldonado, Uruguay, on May 12th.

The Tennessee and Washington will leave Puget Sound about March 19th for Maldonado, via the Strait of Magellan, touching at Panama and Punta Arenas en route.

The Montana will leave Hampton Roads about April 11th for Maldonado, touching at Port of Spain en route.

The Chester will leave New York about April 11th and will join the Montana at Port of Spain.

The Chester has been detached from the Atlantic Fleet and assigned to special service.

The Octopus was placed in reserve February 14th at the Navy Yard, Charleston, S. C.

The Severn has been ordered detached from duty at the Naval Academy, Annapolis, Md., and will be used as a tender to the Third Submarine Division of the Atlantic Torpedo Fleet. Upon the detachment of the Severn the Hartford will be designated as station ship at the Naval Academy.

The Sterling, now at the Navy Yard, Norfolk, Va., has been ordered to the Navy Yard, Portsmouth, N. H., to be placed out of service.

The Ajax has been ordered placed in service at the Navy Yard, Portsmouth, N. H.

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED FEBRUARY 25, 1910

Ships marked * address care Postmaster, New York.

Ships marked ** address Pacific Station via San Francisco, Cal.

Name. Type. Tonnage At

*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Corinto.
**Annapolis, gunboat, 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Jolo, P. I.
**Arethusa, supply ship, 6,200 tons; Rio De Janeiro.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Adder, submarine; Olongapo.
*Bailey, torpedo boat, 280 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Charleston.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle, torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; Norfolk.
*Blakeley, torpedo boat, 175 tons; Charleston.
**Buffalo, auxiliary, 6,000 tons; Corinto.
*Bonita, submarine; Boston.
**California, armored cruiser, 13,680 tons; San Francisco.
**Callao, gunboat, 243 tons; Canton.
*Castine, gunboat, 1,117 tons; Boston.
*Celtic, supply ship; Guantanamo.
**Charleston, cruiser, 1st class, 9,700 tons; Yokohama.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser, 3,750 tons; Tompkinsville
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Boston.
**Cleveland, cruiser, 3d class, 3,200 tons; Cavite.
**Colorado, armored cruiser, 13,600 tons; San Francisco.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; Guantanamo.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; Guantanamo.
*Cumberland, sailing ship; Newport.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Charleston.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; Mare Island.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class, 3,200 tons; Mare Island.
*Des Moines, cruiser, 3d class, 3,200 tons; Cristobal.
*Dixie, transport; Norfolk.
*Dolphin, gunboat, 1,486 tons; sailed for Washington.
*Dubuque, gunboat, 1,085 tons; Tampa.
*Dupont, torpedo boat, 165 tons; Charleston.
*Eagle, converted yacht; Bocas del Toro.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
Flusser, torpedo boat destroyer; Charleston.
**Galveston, cruiser, 3d class, 3,200 tons; Bremerton.
*Georgia, battleship, 14,949 tons; Cape Cruz.
*Glacier, supply ship, 7,000 tons; San Francisco.
**Goldsborough, torpedo boat, 255 tons; Mare Island.
**Grampus, submarine; Mare Island.
*Grayling, submarine, Boston.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,790 tons; Norfolk.
**Helena, gunboat, 1,392 tons; Siakwan.
*Hist, converted yacht; Manzanillo.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Mare Island.
**Hull, torpedo boat destroyer, 408 tons; San Diego.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; Guantanamo.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; Guantanamo.

*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; Mare Island.
*Louisiana, battleship, 16,000 tons; at Sea.
Lamson, torpedo boat destroyer, 700 tons; Norfolk.
*Macdonough, torpedo boat destroyer, 400 tons; Charleston.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Hampton Roads.
**Maryland, armored cruiser, 13,680 tons; San Francisco.
*Mayflower, converted yacht; Washington.
*Michigan, battleship, 1st class, 16,000 tons; St. Thomas.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Cavite.
*Minnesota, battleship, 16,000 tons; Guantanamo.
*Mississippi, battleship, 13,000 tons; Guantanamo.
*Missouri, battleship, 12,500 tons; Guantanamo.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Norfolk.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Pensacola.
*Morris, torpedo boat, 105 tons; Sag Harbor.
*Moccasin, submarine; Olangapo.
*Narwhal, submarine; Boston.
**Nanshan, gunboat; Manila.
*Nebraska, battleship, 14,949 tons; Cape Cruz.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; Guantanamo.
*New Jersey, battleship, 14,948 tons; Cape Cruz.
**New Orleans, cruiser, 3,430 tons; Mare Island, Cal.
*New York, cruiser, 8,150 tons; Philadelphia.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Norfolk.
*Octopus, submarine; Charleston.
*Ohio, battleship, 12,500 tons; Navy Yard, N. Y.; out of commission.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducan, gunboat, 1,085 tons; New Orleans.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Guantanamo.
*Paul Jones, torpedo boat destroyer, 482 tons; Mare Island.
**Pennsylvania, armored cruiser, 13,680 tons; San Francisco.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; San Diego.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Mare Island.
*Plunger, submarine; Charleston.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Charleston.
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Preston, torpedo boat destroyer, 700 tons; Key West.
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**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons; Olongapo.
Reid, torpedo boat destroyer, 700 tons; Charleston.
*Rhode Island, battleship, 14,498 tons; Cape Cruz.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; San Diego.
*Salem, scout cruiser, 3,750 tons; Norfolk.
*Samar, gunboat, 243 tons; Shanghai.
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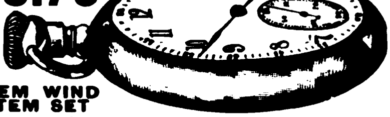

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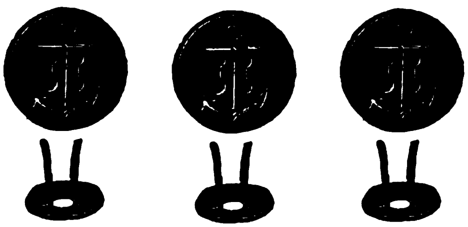

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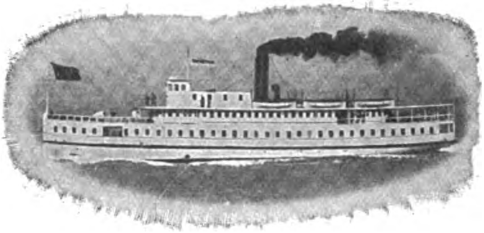

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May 31, 1904	5,615,482.47
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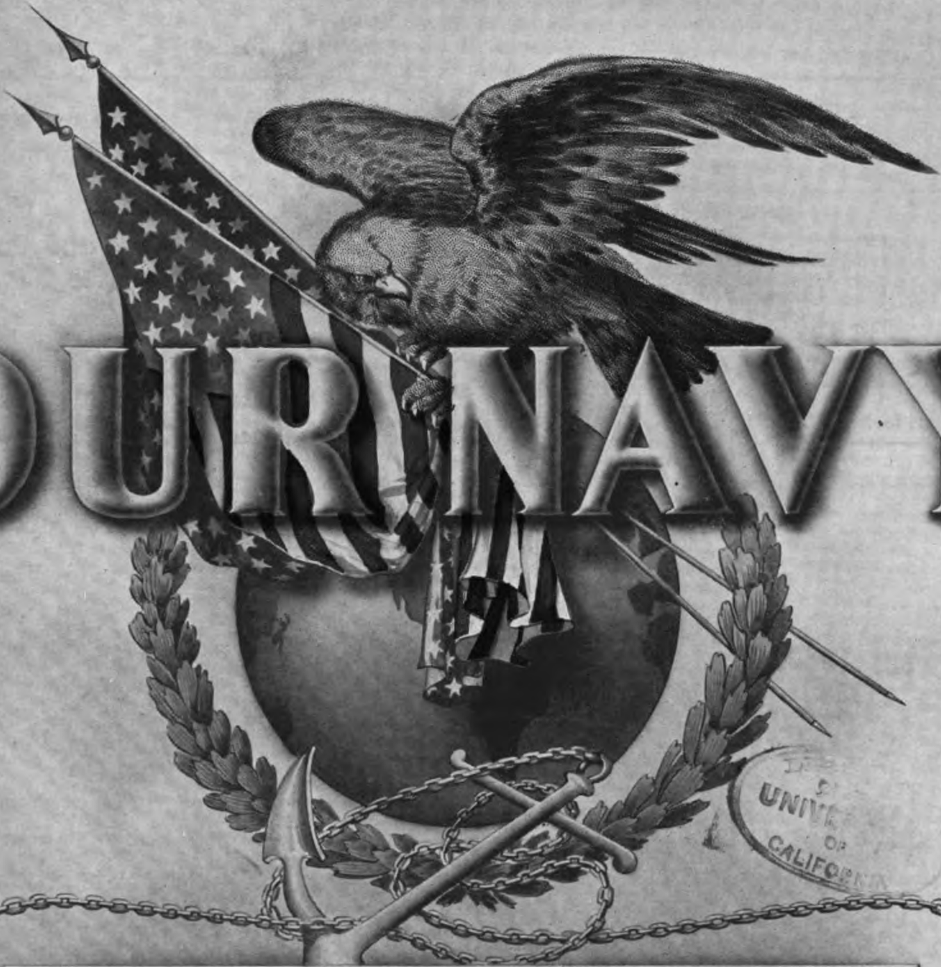

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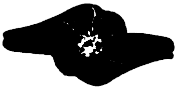
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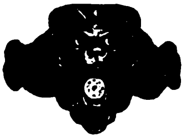
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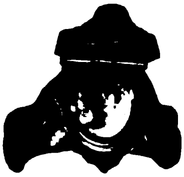
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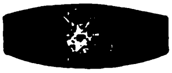
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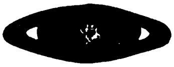
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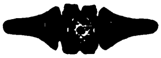
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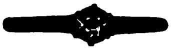
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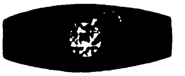
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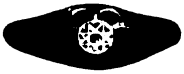
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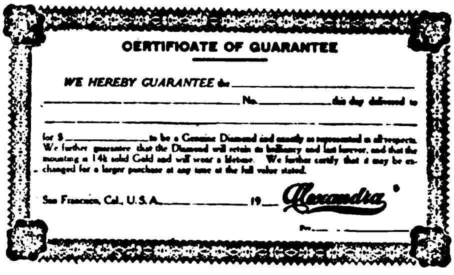

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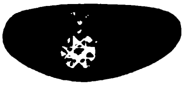
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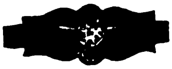
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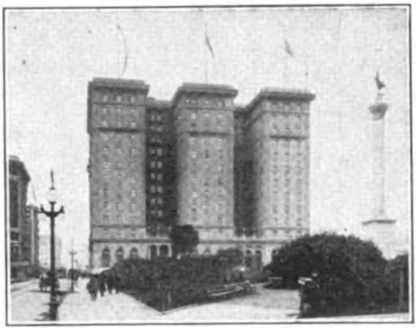

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NOTE: Steam launches will not be run in bad weather.

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Week Days.

5:45 A. M.	Tug Vigilant
7:45 A. M.	Steam Launch
8:45 A. M.	Tug Vigilant
11:20 A. M.	Launch Castro
§1:00 P. M.	do
2:00 P. M.	Tug Vigilant
*3:00 P. M.	do
4:40 P. M.	do
5:30 P. M.	Launch Castro
7:30 P. M.	do
§11:30 P. M.	do

LEAVES STATION
Sundays.

7:30 A. M.	Tug Vigilant
8:45 A. M.	Tug Vigilant
10:15 A. M.	Castro
11:20 A. M.	Vigilant
12:30 P. M.	Castro
1:30 P. M.	Vigilant
3:30 P. M.	Steam Launch
5:30 P. M.	Launch Castro
7:30 P. M.	do
11:30 P. M.	Tug Vigilant

LEAVES PIER NO. 3.
San Francisco, for Training Station
Week Days.

7:15 A. M.	Tug Vigilant
8:15 A. M.	Steam Launch
9:30 A. M.	Tug Vigilant
11:40 A. M.	Launch Castro
§1:30 P. M.	do
*2:30 P. M.	Tug Vigilant
**3:00 P. M.	do
*3:30 P. M.	do
5:00 P. M.	do
6:00 P. M.	Launch Castro
8:00 P. M.	do
§12:00 Mid.	do

LEAVES PIER NO. 3.
(San Francisco)
Sundays.

8:00 A. M.	Tug Vigilant
9:30 A. M.	Vigilant
10:45 A. M.	Castro
11:40 A. M.	Vigilant
1:00 P. M.	Castro
2:00 P. M.	Vigilant
4:00 P. M.	Steam Launch
6:00 P. M.	Launch Castro
8:00 P. M.	do
12:00 Mid.	Tug Vigilant

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(for Station)
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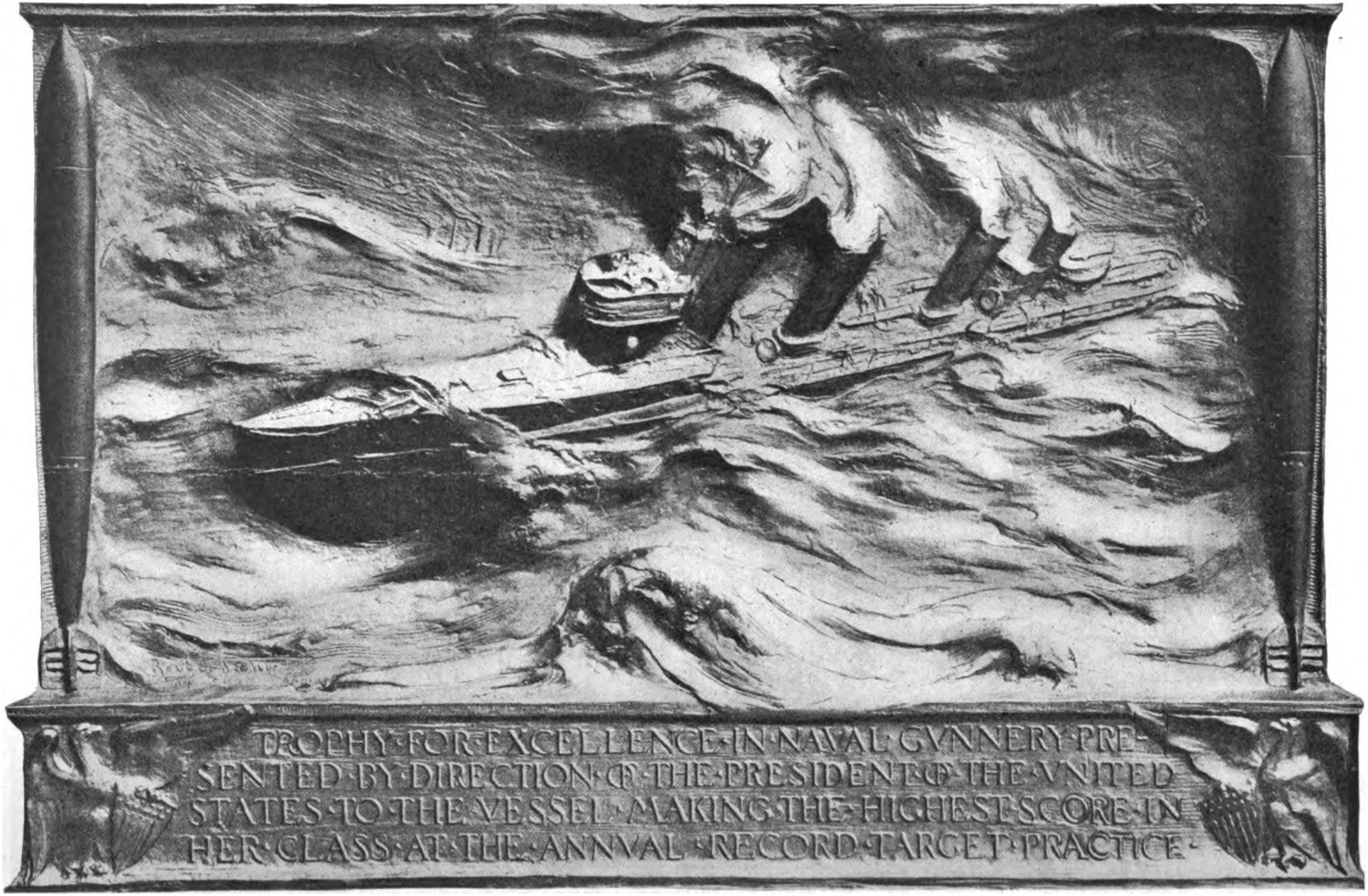
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TORPEDO TROPHY

Our Navy

A GAZETTE OF NAVAL NEWS

VOL. III APRIL, 1910 No. 12

PUBLISHED MONTHLY
AT THE
NAVAL TRAINING
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YERBA BUENA ISLAND
SAN FRANCISCO
CAL.

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TORPEDO TROPHY-SHIPS AND MEN

ALFRED E. BENNETT

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When the immortal Cushing planted his torpedo from a small boat and blew up the Albemarle, the Devil smiled. His Satanic Majesty has in mind the coming torpedo craft. At the conclusion of the 1909 battle practice for torpedo vessels, this same Devil laughed, chuckled aloud; for his most sulphurous hopes were fulfilled. Looking on any one of the torpedo boat destroyers, his evil eyes were gladdened by the sight of a perfect sample of condensed wickedness. Funnel to furnace, tone to tactics, man to mission, their very color was death.

During the Spanish-American war, torpedo-craft was in its infancy. There was much speculation, but little knowledge as to how a torpedo vessel would acquit herself in actual warfare; and the showing made by the vessels participating was not encouraging. Two Spanish torpedo boats were sunk before they could begin to fight, and an American boat, the Winslow, was cut to pieces while on scouting duty. After the war, however, torpedo work was taken up along with the other plans for a Greater Navy, but torpedo stock remained below par for several years. This may be more readily understood when one learns that in 1903, the destroyer Perry carried off the highest Navy score with only one hit in seven shots; 200-foot moving target at 800 yards. The Perry could run out to-morrow and put a big new Whitehead through the given square yard in the same net, under the old conditions.

In 1904, the President offered a handsome trophy, accompanied by a liberal lump of prize money for the crew of the winning torpedo vessel. This was the leaven in the "Dungaree" loaf. Torpedo-men began to come out of their long trance.

As it would be impracticable herein to treat each ship or flotilla separately, only the star ships, or those making the highest scores, will be considered.

Captain Gregory Davidson, with the destroyer Paul Jones, annexed the brass tablet first, with 4 hits in 6 shots; 78-foot moving target at 800 yards. This shows a decided improvement over the 1903 score. The crew of the Paul Jones were proud of the trophy. It made a nice ornament for the galley. Hanging just below a brass tablet bearing the inscription: "I HAVE NOT BEGUN TO FIGHT," is was a source of never-ending pleasure to explain to admiring visitors that the Paul Jones was the very best torpedo vessel afloat. Other torpedo-folk came to view the trophy. Some scoffed, some wondered, and some made secret resolves. Ensign F. N. Freeman, better known as "Freddie Fearnot," was among those who came to view the classic design of H. Reuterdahl. He resolved to have the trophy.

Captain Davidson, however, froze hard to the symbol of excellence in 1905, with a score of 5 hits in 6 shots at 1000 yards. Thus we see that torpedo dope was gaining like water through an open hole. The trophy accomplished its purpose.

Lieutenant F. N. Freeman, who was also the Ensign "Freddie Fearnot" who had resolved to have the trophy, entered the contest in 1906 in command of the destroyer Perry.

Torpedo-lore is not dispensed in books or schools; that is, the magic stuff that makes the big cigars run, can not be traced in black and white. To be a torpedo-man one must work; hard, hot, backbreaking, greasy, dirty work. The blue prints of the torpedoes are beautiful. They are nice; drawn out to a fine point of nicety. Here is the air-chamber. Here at this point is the tripping lever. This is the superheater. Do this, and this, and your torpedo will run in a straight line for 4,000 yards. Wonderful! But suppose it doesn't! In vain you search the blue prints. You scan the torpedo book from cover to blank page, but there is no written key to the mystery.

Captain Freeman and his gunners were torpedoic encyclopedias. That is to say, they knew all about torpedoes worth knowing. It was well they did, for the Paul Jones put up a hard fight. But who may beat a perfect score! Six hits, 6 shots, and a high gun score was the record piled up by the Perry, and Captain Freeman emerged from that record practice with the classiest ship and the best aggregation of all-around gun-men in the world.

And he didn't lose sight of all this for a minute. Up and down the coast swarmed the Perry, carrying a bone in her teeth from the time her anchor was cat-headed until it grabbed mud again. Captain Freeman and his merry men set a new precedent for torpedo craft. Red tape and trouble went over the side. Nobody ran away and everybody was happy. Slow bells were wiped off the annunciators, and, "Get there quick, and get the goods!" was the watchword.

All this time Dungaree dope had been developing rapidly on the East coast. Torpedo craft had been proven seaworthy. A flotilla was sent to the Asiatic station. The Western boats had covered their coast from Panama to the Muir Glacier.

Before the men of the Perry had had half enough of the coveted trophy, that vessel was placed out of commission and her crew ordered to the destroyer Preble, sister ship to the Paul Jones and Perry. Captain Freeman unscrewed the trophy from his galley and prepared to move it to the Preble; but official Washington caught him in the act and sang out: "Belay! Stow it in the Navy Yard, and we'll see who gets it next time."

The dashing Captain was dumbfounded. His jolly gunners were hurt to the quick. They had won the trophy fair and above board, and expected to hold it for a better score. But Washington was obdurate and—even trophy-men do not talk back to Washington.

Did the Preble's gun-men lose heart? Not exactly. They grew despondent, however, and thinking of the beloved trophy lying all alone in the cold dark storehouse, hidden from admiring eyes and the cook's brilliant-shine, they abandoned themselves to all sorts of vagaries. They drank, they fought, they sang:

"Around her stack she wore a yellow ribbon,
She wore it in the springtime, the merry month
of May;
She wore it for the trophy, won in Magdalena
Bay."

In this daredevil mood they went down to Magdalena Bay in 1907 and shot a record that made all the world-beaters gasp. Nine hits, 9 shots with torpedoes and a high score with their guns.

The Paul Jones kicked along with second place again; and, incidentally, one of the brightest stars in the Dungaree constellation, in the person of Lieutenant Edgar B. Larimer. Equally daring, but ever cautious and certain, "The Czar" was a formidable rival for the whirlwind Freeman. Nothing daunted by the Preble's perfect score, he measured off a space on his galley for the trophy and waited for the next record practice. But all this escaped the Preble. Back she flew to the Navy Yard, like a canister shell. Captain Freeman broke out his beloved trophy and had it trundled in a wheelbarrow triumphantly to his ship.

"Freddie Fearnot" and his men now considered themselves invincible; and well they might. But this thing was entirely too good to hold; and, like a fat lamb, the Preble was marked for slaughter.

"You," said official Washington, "are torpedo expert. Take these and make them go." And so saying, she uncovered to the horrified gaze of the swelled-up trophy-men, a batch of crazy brand-new torpedoes, or "Bliss-Lemons," as they were presently dubbed for good cause. An awful and protracted wail went up from the Preble, but to no purpose. "Orders is orders."

The new torpedoes were impossible. They leaped and cavorted like sportive colts. They exploded. They dove and sank. They did everything but run. "D—d erratic, if not dangerous," was the concise and characteristic, but comprehensive and correct report on the new torpedoes from the Preble. And the hearts of the gun-men sank when they thought of the coming record practice.

Captain Edgar B. Larimer, who now had the recommissioned Perry, was out for the Preble's scalp. He had a fine set of men and was training them hard, along lines of his own His leading man was one of the best, if not the foxiest chief gunner's mate in the service. John Wesley "Monk" Clynes was bred with a gyro in his hand. Enlisting at the age of 14 as an apprentice boy, his education began in a tar-bucket; continued through an eight-inch turret on the Oregon before Santiago, and is jogging along now in the guts of a new Whitehead Mark V. "Monk" knew more about torpedoes than Messrs. Bliss, Whitehead and Leavitt combined. He was with Captain Freeman when he first won the trophy with the Perry, and had put all his service since the war on the black boats.

So the Perry, sure of her meat, literally smiled an irritating conqueror's smile at her old rival, the Preble. And the Preble, feeling the weight of her new torpedoes, could only fume and endure it. Stung by the taunts of their rivals, and goaded to desperation by the certainty of defeat, Freeman's old bunch determined to show some class in their last stand, with the guns, at least, so they went down to Magdalena Bay to skin the Perry.

Paul C. Mulligan, the Preble's best gun-man, fired his three-inch gun 7 times in 28 seconds, and the umpire counted 7 holes in the canvas.

"Shorty" Walden, the Perry's star man, pulled off the same identical stunt, but he only consumed 23 seconds of time in the operation. The Preble went down fighting hard, but "The Czar" backed her clean off the board, and entered the Dungaree limelight with the Perry and a classy crew.

After the official returns of the shoot came back from Washington, there came an order for the Preble to transfer the trophy to the Perry. The change took place off San Diego, Cal., with imposing ceremonies. Admiral Sebree superintendend the operation, and Captain Larimer read a letter of congratulation from President Roosevelt to the officers and men of the Perry. Captain Freeman fired a salute of twenty-one guns when the brass tablet went over his side, and after the ceremony the Tennessee boomed a national salute to the Perry.

The new champions, however, were not to enjoy their laurels long, for, before the battle-practice of 1908, the Perry was also led to the new torpedo slaughter pen. Captain Larimer set his gunners to work. The Bliss-Leavitt was screwed and unscrewed, petted and pampered, tinkered and tapped, coaxed and cussed, and put through every stunt known to old torpedo-men. "Monk" Clynes swore he could make a better torpedo, and suggested improvements. He was told by the ordinance officer to "Shut up and make good." He did. When Captain Larimer took the Perry out of San Diego harbor for San Pedro to fire his Bliss-Leavitt at battle practice, the torpedo fleet smiled. Some even had the temerity to laugh outright; nobody believed the torpedoes would run.

A few days later the Perry fluttered back into the harbor like a gamecock. Her black-balled pennant was nailed to the mast. Brooms showed from every conceivable point, and a big cock-of-the-walk flag streamed out from her fore. "The Czar" had done the impossible; he had sent four mutinous Bliss-Leavitts through the net. In addition to developing this impossible torpedo, the Perry had made with her guns at battle practice by far the highest score ever piled up by a torpedo vessel. Chinese mess attendants with the fleet burned punk sticks to the sea-joss for a week after the Perry made her run. They thought the Water-devil was sure loose and running wild for once.

Then came the record practice of 1909. The fleet of Eastern boats had made their way around the Horn, without a break, and at last were to compete with the Western boats for record, on their own grounds.

Eastern and Western boats, clipper-bow and whale-backs, "Slopers" and "Snow-diggers," all drew down to Magdalena Bay. The "Snow-diggers" claimed that the rough water on their practice grounds on the East coast accounted for their previous low scores. They were right, in one case only. The Perry had shot rings around all of them at the battle practice, but at the record shoot one Eastern boat, the Hull, with Captain McCommon, nosed the Perry out with guns by less than a hit. But the Eastern men fell down hard with their torpedoes. Using the old Whitehead, with which the Perry could have made a perfect score, they did little better than the "Slopers" with the Bliss-Leavitt. The Perry had worn her Bliss-Leavitts out at practice. Many spare parts had been made by machinists of the ship, and although the torpedoes showed up fairly well at practice—as many as three hits being made in four shots—only one hit was scored in the record shoot. Any one of the shots would have struck a ship, broadside on; but that does not count on paper.

The trophy went to the Tingey on the East coast, and crossed the continent for the first time, but not with the booming and noise with which it was received on board the Perry.

"About thirty cents, now," (with emphasis on the "now") was the answer which the Mail Clerk received when he made inquiries in official quarters on board ship about the probable value of the article, when he prepared to ship it. But, being a torpedo-gunner himself, the sailor had ideas of his own on that line, so he modestly named $500 as a fair estimate of the value of the President's trophy for torpedo excellence. Luckily, however, Wells Fargo & Company did not have to disgorge, for what would have been to them so much brass, and the beautiful design now rests (a total stranger) on the Eastern coast.

After the record practice all the boats were equipped with the New Whitehead Mark V. Torpedo, thus giving them an equal chance in the next shoot.

During maneuvers and practice before the final contest, nearly all the boats on the West coast had either lost a torpedo or sustained some injury, except the Perry. The Paul Jones did not participate in the Puget Sound maneuvers as she was in dry dock, undergoing repairs for injuries received on the Alaskan cruise. But her torpedoes were in tact, as we shall see.

Captain Larimer took a good long look at the starboard side of his galley. It bore the following inscriptions: "Torpedo Trophy, 1906, 1908. Leading Destroyer, Battle Practice, 1908." The captain decided that there was room for more, and he went out to get it.

On the first run, in the final shoot he put three torpedoes out of four, through the net, but owing to the many restrictions placed on the contest, was only allowed one hit and a fraction of another. On the second course, the Perry sent three missiles around all penalties and plump through the target. This was done under battle conditions. The ship made a speed of 21 knots without showing a point of light, or allowing a single spark to skip from her funnels. Straight for a 78-foot target she dashed, and, at about 1,100 yards, swung sharply at an angle, discharging both torpedoes at once. The third and final run was the most trying and realistic. A choppy sea wet the men in the target boats and kept the single light, at which the gunners aimed, swaying wildly. The night was raw and nasty, and dark as a coal pile. According to the rules of the shoot, a vessel with the target in tow, steamed out in the seaway, leaving the attacking destroyer lying to. When the vessel with the target, reached a distance of 4,000, she fired a red rocket; changed her course immediately, and steamed in any direction and at any speed she desired. Her course and speed were unknown to the destroyer. When the red rocket sailed up, the destroyer was required to get under way, overtake and locate the fleeing target vessel, and, without approaching nearer than 1,000 yards, to fire her torpedoes. All this was to be done within 20 minutes from the firing of the first red rocket, and the destroyer was not allowed to torch, or show a light, during the maneuver.

It will be seen that this requires: first, a burst of high speed to overtake the escaping target; and, in doing this, the funnels must not vomit the tiniest flame. Then, the destroyer must run parallel to the target in order to get her speed. All this requires time, precious time, for, when the watchful umpire counts off the 20 minutes, he fires another rocket; and, if the torpedoes are not already under way, the shoot is off.

The Perry made four full hits on this run, two of them being bullseyes, that is, the torpedoes ran exactly under the light in the central boat of the target. Excellent scores were made by some of the other vessels, but their finals were cut by penalties imposed for infractions of the rules. The Paul Jones fired her torpedoes in the sheltered confines of Magdalena Bay, and made the remarkable score of 9.28 out of 12.

A summary of the maximum efficiency of the torpedo vessels of the Navy could be stated as follows: The leading destroyer ran out in unfavorable weather, under battle conditions, and at a distance of over 1,000 yards, put two torpedoes at once through a 15-foot mark on a moving target. The final score of the Perry, leading destroyer, was 8.42. Ten hits were actually made but infractions of the rules brought this total down.

This is very encouraging, considering that vessels of the Perry class are ten years old. The men that man our enemy's battleships may well be troubled to think of our new 800-ton, 32-knot destroyers.

This is considering the destroyer as a torpedo boat; but, after all, in the open sea, where the future battles are to be fought, the destroyer will be called upon to do the work of the smaller boats. But in case our ships should fall in with smaller vessels to be destroyed, their gun scores leave nothing to be expected, if desired. The gun-pointers on torpedo craft work under particularly trying conditions. The vessel trembles like a reed, and the three-inch guns on the conning towers bounce up and down until 6 hits, 7 shots sound like an extract from the minutes of the Ananias Club.

The gun shoot was scheduled for Magdalena Bay, and also the torpedo practice for the vessels which failed to finish in Puget Sound. So the 11th fleet, put down on the Mexican coast on the 1st of November.

A very spectacular feature was the first half of the contest, which required a dash into the open sea, after a moving target in the daytime. The little "Goldbrick" Goldsborough, baby of the fleet, rolled out in a heavy swell and made 31 hits out of 80 shots. The target bore the picture of a battleship, and, it was interesting but not hard to figure the chances of the little vessel, had the target been a real ship. Most of the vessels made good scores on this first run, and all previous records were smashed on the last half, or night run. The Hull carried away the target in a swarm of shot, and therefore lost an excellent score as the hits could not be counted.

The Paul Jones and Perry led the rest of the fleet by a long margin. The Jones beat the Perry's torpedo score by less than a hit, but the Perry snatched the black-balled pennant from her rival with the highest 3-inch gun score on record, in finding the target 28 times out of 40 shots fired.

Except for the last year, when they were hampered by the unserviceable torpedo, either the Perry, Preble or the Paul Jones, have always led the rest of the Navy by a good, safe margin.

WITH THE FLEETS

The Pacific Fleet

The Pacific Fleet has been reorganized, with the California (flagship), Colorado, Pennsylvania and Washington making the first division. The West Virginia (flagship) and Maryland compose the second division. The Tennessee and South Dakota have been temporarily detached for special duty.

The fleet left San Francisco the 1st of March for Santa Barbara channel, off Santa Barbara, Cal., where target practice was held. No scores have, as yet, been reported. Several baseball games were held in Santa Barbara.

After target practice the fleet will go to the Navy Yards at Mare Island and Bremerton for repairs and overhauling before further cruising.

There is some talk about the Charleston, St. Louis, Minneapolis and some other cruiser being placed in full commission next fall and attached to the Pacific Fleet as the third division.

The torpedo fleet has been in or near San Diego the full month, maneuvering and holding preparatory target practice.

The Asiatic Fleet

The cruiser New York will leave the Navy Yard, Philadelphia, Penn., about April 1st for the Asiatic station, and will relieve the Charleston as flagship of the Asiatic Fleet. The Charleston will then proceed to her home yard, Bremerton, Wash., for overhauling.

The two divisions of the fleet have done very little cruising the past month. Target practice was held off Manila bay.

The Atlantic Fleet

Oscar Olsen of the Idaho has won the champion swimming honors of the Atlantic Fleet at Guantanamo Bay, Cuba. He won the 50 yards, 100 yards and one-half mile races.

Small arms target practice was held in the bay at Guantanamo and the fleet will sail for the Southern Capes about the 1st of April for maneuvers and big gun practice. The maneuvers this spring will be battle drill by the sixteen ships of the fleet. It is intended to make the conditions as real as possible.

Argentina Special Service Squadron

The Tennessee and South Dakota sailed from San Francisco on March 19th for Buenos Ayres, where these two ships will meet the Montana and North Carolina and attend the Argentina centennial celebration. The Tennessee will be flagship of the squadron. After the squadron has represented the United States at the fair the ships will return to their former stations.

* * * *

SHIPS SHOW FINE

A remarkable exhibition of Naval efficiency is disclosed in the report from Admiral Schroeder of the speed trials of the vessels of the Atlantic fleet up to January 23d last. A naval vessel in the past rarely has equaled her contract speed after her acceptance trials, which

Boys from the U. S. S. Mississippi at New Orleans, La.

is always conducted under the most favorable conditions with specially trained crews. But, according to Admiral Schroeder's report, no less than seven of the battleships in their recent trials exceeded their contract speeds, although some of them had been commissioned for several years. These ships were the Connecticut, Minnesota, New Hampshire, Kansas, Georgia, Nebraska and Mississippi.

This table, given out by the Navy Department, shows the records made:

	Contract speed; knots......	Acceptance trial speed; knots...	Speed in knots for four hours at this trial...
Connecticut.............	18.00	18.78	19.02
Minnesota	18.00	18.85	18.42
New Hampshire.........	18.00	18.16	18.52
Kansas	18.00	18.09	18.96
Georgia	19.00	19.26	19.05
Nebraska	19.00	19.06	19.11
Mississippi	17.00	17.11	17.02

Previous dispatches report that the battleship Idaho also exceeded her contract speed.

* * * *

COMMAND LIMITS

G. O. 55, Jan. 28, 1910, NAVY DEPT.

The geographical limits of command of the commanders in chief of the United States Atlantic, Pacific and Asiatic Fleets are hereby defined as follows:

Atlantic Fleet

The Atlantic command embraces the Atlantic ocean and tributary seas. South of the Cape of Good Hope the eastern limit is the 20th meridian east of Greenwich. South of the Straits of Magellan the western limit is the 71st meridian west of Greenwich. In the Straits of Magellan, Punta Arenas, Chile, shall be considered the western limit of this command.

Pacific Fleet

The Pacific command embraces the eastern part of the Pacific ocean and tributary waters. The eastern limit is the west coast of North and South America and, south of the Straits of Magellan, the 71st meridian west of Greenwich. The western limit is the 180th meridian as far north as the 50th parallel of north latitude, north of which it is the 160th meridian east of Greenwich. In the Straits of Magellan Punta Arenas shall be considered the eastern limit of this command.

Asiatic Fleet

The Asiatic command embraces the Pacific and Indian oceans and tributary seas between the western limit of the Pacific command and the eastern limit of the Atlantic command.

* * * *

NEWS FROM THE ALBANY

U. S. Nicaraguan Expeditionary Squadron.
Corinto, Nicaragua, C. A.

February 8, 1910.—Albany and Marines from Buffalo played baseball on Cordon Island. Score 10 to 6, favor of Marine team.

February 13, 1910.—George William Watts, ordinary seaman of the Buffalo, was drowned at 9 a. m. while bathing in the surf. One of a party that were picnicking on the beach for the day. Rest of the party reports that several were caught in a kind of a whirlpool, or swirl, but all except Watts succeeded in escaping to the beach. Parties were landed and patroled the beach for several days, but body was not recovered.

The men have been compelled to go ashore to the beach and swim at least once every four days, but following this accident, Admiral

Kimball issued an order to the squadron that, with the exception of men who could not swim, or were learning, the men must take a walk of not less than five miles every fourth day.

Baseball game on Cordon Island, Albany and Princeton. Albany won, with a score of 10 to 3.

The squadron is preparing for a big day of sports for February 22d, with a barbecue and program on board Buffalo in the evening. Main event will be a gig race between the Albany and Princeton, who tied on the New Year's race. The Albany is the only vessel in the squadron that has a racing cutter, so all cutter races have been in regulation boats.

When the Pacific Mail Steamer Pennsylvania entered the harbor February 2d, she ran aground about two hundred yards from the Albany. A working party from the Albany immediately went to her assistance, and she was redged off about 7 p. m., with little or no damage.

February 16, 1910.—Baseball, Cordon Island, between Albany and Marines. Score, 14 to 0, favor Marines. Marines have an excellent team and do some good playing.

Washington's Birthday

U. S. Nicaraguan Expeditionary Squadron.
U. S. S. Albany, Flagship.

February 22, 1910, 7:30 a. m.—Three-mile gig race between Albany and Princeton, won by Princeton by about ten lengths.

9:00 a. m.—Cutter race between seven cutters manned by Marines from Buffalo.

3:00 p. m.—Beach sports on Corinto Beach. Music by Nicaraguan Military Band.

Five-round boxing bout, Cox and Kellogg, both of Buffalo. Cox won decision.

Five-round bout, Boquett, Buffalo, and Private Lowe, U. S. M. C. Boquett won decision.

Five-round bout, Bernstein, Albany, and Copsetto, Buffalo. Copsetto got cold feet and quit at end of third round and Bernstein was given decision.

Five-round bout, Jordan, Yorktown, and Private Nighswonger, U. S. M. C. Draw.

Three-legged race, Private Willson and Private Sarley, U. S. M. C., won.

Potato race, Holden of Albany won.

Fat man's race, Tollefson of Albany won.

Quarter-mile relay race, Buffalo team won.

Running broad jump, won by Winslow, Buffalo, 18 feet 11 inches.

Running high jump, Private Clark, U. S. M. C., 5 feet 1 inch.

Standing high jump, Williams, Buffalo.

One-hundred yard dash, Jones of Buffalo won.

Two hundred and twenty-yard run, Winslow, Buffalo, won.

Sack race, Private Ambrose, U. S. M. C., won.

In the evening a program by the squadron and a barbecue by the Buffalo was held on the beach by the light of the searchlights of the squadron.

During the day all ships of the squadron, Nicaraguan gunboats, Momotombo and Angella, and two German steamers which were in port, were full dressed, and at noon all ships of squadron fired a twenty-one-gun salute, which was answered by twenty-one guns from the fort on Cordon Island and the Nicaraguan army barracks in Corinto.

The Albany and Princeton will pull another gig race March 17th, and it is expected that the Yorktown will pull the Princeton soon after.

The Yorktown holds the trophy for sailing and there is a rumor that the other ships will make an attempt to take the trophy from the Yorktown.

"N. M.-73-C.-N. B. J."

* * * *

JAPS AND BASEBALL

The Japanese are commonly supposed to have adopted the American game of baseball and become masters of it. No doubt some Japanese teams play a good game, but reports from the Asiatic brought back by the Pacific Fleet and the Denver show that real American players are better than any Japanese.

The Denver beat every team of any prominence in Japan during the years she was out there. The Charleston sometimes drubbed the Denver. Also the Galveston and even the little Helena had teams that walloped the little brown men.

The champion West Virginia team couldn't even get warm in a game in Yokohama, while the California was "ashamed to take the money." Other teams in the fleet annexed games regularly from Japanese college and athletic club teams.

* * * *

Corporal William Beck of the U. S. S. Pennsylvania was stabbed and seriously wounded at Washington and Front streets, San Francisco, Cal., on the night of February 21st. His assailant, Alonzo Robinson, was captured by a patrolman and jailed. Corporal Beck was taken to the Emergency Hospital. His wound was dangerous, being near the jugular vein.

OUR NAVY

Published Monthly at the Naval Training Station, Yerba Buena Island, San Francisco, Cal.

APRIL 1910

R. C. Shepherd, U. S. N. .... Editor

Entered June 20, 1907, at the Post Office, San Francisco, Cal., as second-class matter under Act of Congress March 3, 1879.

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One Year	$1.50
Single Copies	.15

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Some one on the U. S. S. Galveston has objected to what OUR NAVY said last month in regard to the defacing of the sides of that ship. Evidently it is a small, very small, portion of the crew that disagreed with this magazine. Probably one person, and that one a tiny mite in understanding. The arguments advanced by this person to prove that a "madhouse" can, and does, exist in the Navy are worth printing to show their utter foolishness.

First, the anonymous writer states "if you say there isn't such a thing as a madhouse in the Navy, why you are a liar, and the truth is not in you." OUR NAVY has never aspired to the Dr. Cook and Anti-Roosevelt classes. We leave that statement for the reader to judge. Most assuredly, few bluejackets will dispute our statements in last month's issue that the forecastle and not the quarterdeck makes or breaks a ship. A good skipper makes a great difference but a bed crew makes more.

The unknown one continues: "Also, about the liberty here. I will show you. We have a blacksmith on this ship who broke his liberty 24 hours in Honolulu and got a deck court for same."

Impossible? How could any captain be so cruel? But just listen to this, little man on the Galveston. That man deserved a deck court. Got a deck court for breaking his liberty 24 hours, you say. Then the Galveston should hoist a banner twice as long as her homeward-bound with this inscription on it: "This is the ship of light punishments."

On the fleet, six hours gives a man a deck court. On most shore stations 12 hours will give a man the same thing. But on the poor, down-trodden Galveston, the self-styled "madhouse," the captain is lenient enough to let a man stay 24 hours over his lawful leave before a deck court is ascribed as punishment.

Overstaying leave is a dangerous thing for a bluejacket to wallow in, my little man of the Galveston. Any self-respecting sailor would never stay 24 hours past his leave. There may come times when a man would miss one or possibly two boats, but a whole day, never, unless he did it deliberately. If you want OUR NAVY's opinion, the man on the Galveston who only got a deck court and lost $26.72 as a punishment for staying 24 hours in Honolulu past his rightful time, we say he is lucky; not fortunate, but lucky. Rather he is unfortunate, for in getting such a light sentence he might fail to return on time again.

Further, the little one states that same man who got the deck court was not allowed liberty in Oakland, when the Galveston arrived in San Francisco bay. "His people live there," our correspondent writes, "and so his people had to come over to the ship to see him on Wednesday afternoon and Sunday afternoon. Then, you say, she ain't no madhouse?"

Most emphatically we do say it. The man who stayed 24 hours in Honolulu might stay in Oakland. Understand, though, OUR NAVY does not for one minute think more than three or four men have the thought that the Galveston is a madhouse. Where this one person has written saying the ship is bad, just twelve times that many have stated that the Galveston is as good a home as any ship in the fleet. Those are the kind of men who make a good Navy.

The last sever punishment the puny person tells of is "3 days' extra duty for having a pill in your hands when the smoking lamp is out." Well, well, little fellow, that is bad, isn't it? Awful, we might say. Perfectly scandalous, eh? It's too small to argue. If one sensible reason could be advanced why a man should have a "pill" in his hands when the smoking lamp is out, there might be some chance to talk.

So quiet down. Let the best blood of the enlisted personnel represent a ship and not a few sneaks who daub paint on a warship's side in the night. Be a man, anonymous, and wake up. Your on a good ship and you don't know it.

TWENTY-FIVE-YEAR LAW

Twenty-five-year retirement at last seems to have found favor in a majority of Congress. Before the end of this session of the National lawmakers the dream of the enlisted man will have come true.

The tedious course and intricate windings which the various bills—intended to give a twenty-five-year retirement to the Navy—have gone through, would fill many books. The first bill providing for this retirement was introduced several years ago. It was never seen outside a committee room.

In each Congress since the Spanish-American War some friend of the Navy has been prevailed upon to introduce a bill giving twenty-five-year retirement. Each time the lawmakers have had weightier subjects to handle and the interests of the bluejackets have been subsurved.

Early in the present session of Congress, Representative Bates of Pennsylvania prepared a bill giving twenty-five-year retirement to the Navy and Marine Corps. In addition he prepared a bill making straight twenty-five years necessary for retirement in the Army, Navy and Marine Corps. A third bill made its appearance shortly after, combining some features of the two previous bills, but providing for a sliding scale of increase in pay for the Navy.

The introduction of so many bills brought the subject to the notice of Congress in a more forcible manner than ever before. The Navy Department was asked concerning the bills and the hearty approval given by Naval officers and Department officials in Washington influenced many Congressmen to favor the twenty-five year retirement law.

The various bills bearing on the subject which had been introduced were referred to the committee on Naval affairs. The committee advised the drafting of a new bill embodying the twenty-five-year retirement for the Navy and Marine Corps without mentioning the Army. Accordingly, such a bill was drawn by Senator Penrose and has been introduced in the Senate. It is favored by a majority of the committee and the outlook for its passage in both houses is favorable. The bill reads:

> Senate Bill No. 6589, providing for the retirement of petty officers and men of the United States Navy.
>
> When an enlisted man in the United States Navy or the Marine Corps shall have served twenty-five years he shall, upon making application to the President, be placed upon the retired list, with 75 per cent of the pay and allowances and the full amount of all cash rewards and benefits he may then be in receipt of, and that said allowances shall be as follows:
>
> Nine dollars and fifty cents per month in lieu of rations and clothing and six dollars and twenty-five cents per month in lieu of quarters, fuel and light:
>
> Provided that in computing the necessary twenty-five years' time all service in the Army, Navy and Marine Corps shall be credited.

This bill eliminates the double time credited to Marines on some stations and places them on an equal footing with the Navy in this respect. The Army will still have double time for foreign and insular service.

* * * *

NEW CLERICAL CORPS

A bill has been introduced in Congress to establish a Clerical Corps in the Navy. It creates the grades of assistant clerk and chief clerk corresponding to warrant and warrant commissioned officer. The text of the bill follows:

> To organize a clerical corps of the Navy of the United States, to define its duties and to regulate its pay. Be it enacted, etc., That a Clerical Corps of the U. S. Navy is hereby established and shall consist of chief clerks, assistant clerks, and enlisted men classified as chief yeomen; yeomen, first class, yeomen, second class, and yeomen, third class, corresponding, respectively, to the enlisted grades of chief petty officer, petty officer of the first class, petty officer of the second class, and petty officer of the third class.
>
> Sec. 2. That assistant clerks shall, after six years from date of warrant, be commissioned chief clerks after passing satisfactorily such examination as the Secretary of the Navy may prescribe, and shall, on promotion, have the same rank, pay and allowances as chief boatswains; that assistant clerks shall be appointed by the President; and that vacancies in the grade of assistant clerk shall be filled by selection from the enlisted force of the clerical corps and the paymasters' clerks of the Navy, subject to such examinations as the Secretary of the Navy may prescribe: Provided, That the Secretary of the Navy is empowered to have appointed or enlisted as many assistant clerks and enlisted men in the clerical corps as the necessities of the service may require.
>
> Sec. 3. That all necessary clerical service on board vessels of the Navy, Coast Survey, Fish Commission, and all other clerical service in the Navy, which may be performed by members of the clerical corps while they are at sea or detailed on shore duty, and which shall be ordered by the Secretary of the Navy, shall be performed by the members of said corps; and the corps shall be a permanent establishment of the Navy and be counted as a part of the enlisted force provided by law, and shall be subject to the laws and regulations for the government of the Navy: Provided, That there shall be nothing in this section and act which shall affect the Civil Service appointees or their pay and positions, and there shall be no appointments or assignments from the clerical corps to fill vacancies occurring in Civil Service positions at the Navy yards and Naval stations or in any department of the Navy.

Sec. 4. That the pay, allowances and emoluments, cash rewards, and retirement benefits of chief clerks, assistant clerks, and enlisted men of the clerical corps in active service or on the retired list shall be the same as are now or may hereafter be allowed by law or executive orders for the respective corresponding rank or rating to chief boatswains, warrant officers and enlisted men in active service or on the retired list of the Navy: Provided, That nothing herein contained shall be construed so as to reduce the pay and allowances now authorized by law or executive orders for any officer, petty officer, or enlisted man of the Navy on either the active or retired list.

* * * *

CHANGE HOSPITAL CORPS

A reorganization of the Hospital Corps of the Navy is contemplated by a bill introduced in the Senate by Senator Perkins of California. It provides for the promotion of Pharmacists to Chief Pharmacists and enlisted men to chief hospital stewards, hospital stewards first, second and third class, and hospital apprentices. The bill follows:

> To reorganize and increase the efficiency of the Hospital Corps of the United States Navy, and to regulate its pay. That the Hospital Corps of the U. S. Navy shall consist of chief pharmacists, pharmacists, and enlisted men classified as chief hospital stewards, hospital stewards, first class, hospital stewards, second class, hospital stewards, third class, and hospital apprentices, corresponding, respectively, to the enlisted grades of chief petty officer, petty officer, first class, petty officer, second class, petty officer, third class, and ordinary seaman.
>
> That pharmacists shall, after six years from date of warrant, be commissioned chief pharmacists after passing satisfactorily such examination as the Secretary of the Navy may prescribe, and shall, on promotion, have the rank, pay and allowances of chief boatswains; that pharmacists shall be appointed by the President, and that vacancies in the grade of pharmacist shall be filled by selection from the enlisted force of the Hospital Corps of the Navy, subject to such examination as the Secretary of the Navy may prescribe: Provided, That the total number of chief pharmacists and pharmacists shall not exceed the number of pharmacists now allowed by law.
>
> That the pay, allowances and emoluments of the enlisted men of the Hospital Corps shall be the same as are now or may hereafter be allowed by law for the respective corresponding ratings in the seaman branch: Provided, That the pay of the rating of chief hospital steward shall not be reduced below that allowed by existing law for the rating of hospital steward.
>
> That the Act of June 17, 1898, to organize a Hospital Corps of the Navy of the United States, to define its duties and regulate its pay, be, and the same is hereby amended accordingly.

PAYMASTERS' CLERKS

Senator Perkins, on February 28th, introduced the bill providing for fixing the pay of paymasters' clerks in the Navy. It provides:

That the act making appropriations for the Naval service for the fiscal year ending June 30, 1909, and for other purposes, approved May 13, 1908, be, and is hereby, amended as follows: Under "Pay of the Navy," in the clause providing that "The pay of all warrant officers and mates is hereby increased 25 per centum, and all paymasters' clerks shall, while on duty, receive the same pay and allowances as warrant officers of like length of service in the Navy," strike out the words "on duty" and substitute therefor the words "holding appointment in accordance with law," so that the clause may read as follows: "The pay of all warrant officers and mates is hereby increased 25 per centum, and all paymasters' clerks shall, while holding appointment in accordance with law, receive the same pay and allowance as warrant officers of like length of service in the Navy."

* * * *

SMALL ARMS RECORD

The Navy Department has published in pamphlet form the annual report of small-arms target practice, including the reports of Lieutenant T. L. Johnson, U. S. Navy, captain of the 1909 Navy Rifle Team; of Lieutenant Hillary Williams, U. S. Navy, captain of the 1909 Naval Academy Rifle Team; an article on shooting glasses for riflemen, by Surgeon E. S. Bogert, Jr., U. S. Navy, and sundry remarks on the subject of target practice by Lieutenant D. M. Wood, Ensign F. M. Robinson, Lieutenant J. H. Tomb, Commander W. S. Benson, Lieutenant Commander M. E. Trench, and Ensign J. R. Morrison. Lieutenant Johnson in his report states that the uniform of the members of the Navy and Naval Academy teams was found most unsuitable for such service. He adds:

"Neither the officers nor men can do as good shooting, be as comfortable, or compare at all favorably with the Army or militia in neatness and military appearance so long as they are uniformed in the field with the present service uniform. A khaki field uniform, similar to that worn by the United States Army, with the proper insignia, is respectfully recommended for both the Navy and Naval Academy teams."

* * * *

Russia is planning to rebuild her Navy. The cause for that nation's sudden interest in Naval affairs is the large Naval standard upheld by England and Germany.

CHAMPIONSHIP
BASE BALL
PACIFIC FLEET
WON BY

The Champion Baseball Team of the West Virginia, showing Fleet Championship's Pennant and Trophies. From left to right the Trophies are Cup won by McGinn for the greatest number of runs in Our Navy Series, Seattle Cup, Our Navy Cup, Hong Kong Cup, Pacific-Yukon Cup

OUR NAVY TROPHY

On February 17th the handsome championship baseball trophy offered by Our Navy to the best team in the Pacific Fleet and stations was presented to the U. S. S. West Virginia.

Captain John M. Orchard of the West Virginia received the cup, which was presented by Chaplain Scott of the Naval Training Station, San Francisco, and the editor. The cup will occupy first place among the many trophies won by victorious teams representing the West Virginia.

From the very first of the season, the West Virginia was in the race for the cup. The Naval Training Station, the strongest rivals, held first place until about the middle of the race, when the West Virginia forged ahead and by decisively defeating the teams of the fleet she easily stood first at the close of the series.

The Ditty Box, the ship's paper of the West Virginia, has the following to say about the presentation:

"At 10 o'clock Thursday morning, February 17th, R. C. Shepherd, editor of Our Navy, and donor of Our Navy cup, brought the trophy aboard the West Virginia and presented it to the ship's ball team through Chaplain Scott of the Training Station, this year's champions of the Navy for the Pacific Coast. It is a magnificent affair and was received with all due honors.

"The cup was made by the Alexandra Jewelry Company of San Francisco. In the race for the championship and the trophy it was necessary for our ball team to play their greatest rivals, Goat Island, on their own grounds. The game went thirteen innings, but the West Virginia won, thereby clinching both pennant and cup in one of the greatest races ever made by Navy ships on this coast for baseball championship.

"A series between the Nebraska champions of the Atlantic fleet and the team from this ship would certainly create widespread interest, but we have no fear of what the result would be. Maybe Detroit or Pittsburg would have a show, but—never the Nebraska."

TO PORT OF MISSING MEN

All hope of finding the tug Nina, which disappeared between Norfolk, Va., and Boston, Mass., early last month, has been given up by the Navy Department. Warships searched every inch of the coast for several days, but the tug had sailed for "the port of missing men." Not a trace of the stanch little craft and her crew of thirty-two men could be found. Those on board the missing tug were:

Boatswain John S. Croghan, U. S. N., commanding, Washington, D. C.; John Williams Adams, machinist's mate, first class, Louisville, Ky.; Sam Brown, ordinary seaman, Newport, Ky.; Frank Joseph Carrington, seaman, New Haven, Conn.; Louis Cline, seaman, Tottenville, L. I.; William Joseph Connolly, coal passer, New York City; Frank Blain Crockett, fireman, first class, Hillsville, Va.; William John Darcey, seaman, Chicago; Jacob Deadwyler, cabin cook, Philadelphia; Ferdinand Drace, ordinary seaman, Philadelphia; Jake Rathbone, Eddlestone, ordinary seaman, New Orleans; Cleveland Ervin, ordinary seaman, Crawford County, Mich.; Otto Albert Faessel, machinist's mate, second class, Cleveland, Ohio; Emil Joseph Foster, fireman, second class, New York City; Clarence Ellsworth Fowler, chief boatswain's mate, Washington, D. C.; Harry Edgar Gerhardt, seaman, Philadelphia; Dudley Clement Hadley, seaman, White Plains, N. Y.; Emil Parkeman, coxswain, Bay City, Mich.; Percy Pitts, fireman, first class, Norfolk, Va.; Antonio Manghir, ship's cook, first class, Brooklyn, N. Y.; Howard Ladd, fireman, second class, Chicago; Charles Kathary, chief quartermaster, Hutchinson, Kan.; Charles A. Higginbotham, mess attendant, first class, Rome, Ga.; John O. Hanson, machinist's mate, first class, Milford, Mass.; Fletcher L. Hallyburton, fireman, first class, Greensboro, N. C.; John Schelis, boatswain's mate, second class, Cincinnati; George Snipe, ship's cook, second class, Port Royal, S. C.; Abe Thaler, ordinary seaman, New York City; Louis A. Troche, chief machinist's mate, Akron, Ohio; Teschiyas Tsuchiya, wardroom steward, Brooklyn, N. Y.; Rolando Van Dunk, coal passer, Suffern, N. Y.; Roy K. Williams, yeoman, second class, Columbus, Miss.

* * * *

SEAMAN GUNNER'S CLASS

It has been found advisable to divide the seaman gunner's class into two sections, one at Washington Navy Yard, taking the course in guns, mounts and turrets, and the other at the torpedo station in torpedoes and mines. It was found to be impracticable in the six months' course to more than adequately cover the subjects pertaining to guns, mounts, turrets and sights taught at Washington Navy Yard; and the increasing complexity of torpedo installations and the use of the torpedo, together with instructions in mines, make a certain degree of specialization necessary.

The course at Washington is six months, and that at the torpedo station eight months. Diving is taught both classes; and the graduates are detailed to ships either for duty with the general battery or with the torpedo and mine installations. A number of machinist's mates have also been detailed to take the Newport course. In this way they become familiar with repairs to torpedoes and mines, and will be of great assistance on board vessels carrying these weapons; besides which the assistance they are required to give gunner's mates during the course in machine processes will be most beneficial.

The Bureau of Navigation desires to detail machinist mates with the class at the Washington Yard, and will do so when there is a surplus above the needs of the fleet. It is felt that all gunner's mates should be machinists by trade, because of the complexity of ordnance mechanisms and the constant care and attention they require; but as the pay of gunner's mates is less than that of machinist's mates it is idle to expect experienced machinists to enlist in that branch which is the more poorly paid.

During the past fiscal year 238 men were in attendance at the classes, of which 106 completed the training. On June 30 there remained 61 men under instruction, 5 at Washington and 56 at Newport.

* * * *

WANT OLD MAGAZINES

The Army and Navy Young Men's Christian Association is carrying on a large and organized work among the enlisted men in our Army and Navy, and pressing appeals have recently come to the headquarters of the association in New York City. The appeals are especially urgent from Alaska and the Philippines, and from the secretary with the battleship fleet at Guantanamo Bay. The request is for magazines (old or new), illustrated papers, books of travel, history, biography or fiction.

At some of the more isolated points in both Alaska and the Philippines the dearth of good reading matter is keenly felt and the men appreciate even an old magazine. A number of small libraries have already been sent to Alaska and the men have dubbed them "insanity preventatives," referring to the fact that so many men lose their reason as a result of the isolation during the long, dreary Arctic winter, and the books would furnish them with the diversion needed to keep their minds in a normal condition.

If any of your readers desire to render a real service to these young men in our Army and Navy let them send their magazines and books by prepaid express or freight to the Army and Navy Young Men's Christian Association, 124 East Twenty-eighth street, New York City, and from this point the Government will transport such supplies free of expense.

William B. Millar.

* * * *

Former bluejackets of Omaha, Neb., assisted by members of the Navy Recruiting Station in that city, have organized a "Naval Club," which has for its aim the propagating of a proper knowledge of the Navy, particularly the enlisted men of the Navy. The club will also have social features for the members. Concerning the organization, the Omaha News states:

"A new battleship was launched in Omaha Sunday afternoon, with a crew of jolly bluejackets manning the halyards and with decks cleared for action.

"Former bluejackets on Uncle Sam's seafighting machines gathered at the federal building to talk over old times and take steps to form the United States Naval Club.

"It is understood that nearly 400 men in Omaha once served in the Navy and all of these are eligible to membership in the new society, which will be incorporated.

"Another meeting will be held next Friday evening at 417 South Fifteenth street, at the store of H. B. Abelson, to finish up the routine of organization.

"These temporary officers were chosen Sunday: Admiral, E. L. Benson; boatswain, C. Sadilek; chief yeoman, M. B. Wiley; paymaster, H. B. Abelson; by-law committee, W. T. Coates, skipper; C. D. Lower, A. G. Kay and C. J. Carleton.

"A crew of eighteen men was piped up at the first meeting and other Omahans and Nebraskans have been asked to attend the second meeting."

* * * *

PENNSYLVANIA ENTERTAINS

The social club of the U. S. S. Pennsylvania gave a very successful ball at the Cotillion Hall, on Church street, San Francisco, February 22, 1910, in honor of Washington's birthday and the Pennsylvania's successful cruise. The members of the crew of the Pennsylvania who were acquainted in San Francisco were appointed a committee to provide girls for the bashful Pennsyites. They did their work nobly. The San Francisco papers gave the Pennsylvania many fine boosts over their dance. The Call had the following to say:

"Captain Charles Pond, the commanding officer of the Pennsylvania, attended the dance with Mrs. and Miss Pond. The grand opening march was led by Captain Pond with Mrs. Holden, cousin of a former commanding officer of the cruiser. Lieutenant Commander and Mrs. W. Evans were also among those on the floor. Nearly 200 men from all branches of the service danced away the night. A finer looking body of men could be seen nowhere, and in their natty uniforms they gave the ballroom a picturesque aspect. At the last inspection of the ship's crew, at Honolulu, by Admiral Berry, division commander, the Admiral told Captain Pond that his men were the best drilled and best appearing of any in the second squadron of the Pacific Fleet.

Chief Gunner's Mate C. H. Durgin acted as president of the club that gave the dance, and to him is principally due the great success of the function. Yeoman W. H. Hancock and Boatswain's Mate N. Burmeister gave him valuable assistance. Following are the names of the committeemen that helped manage the affair:

Floor Committee—F. E. Simmons, E. A. Poet, J. C. Ross, S. Cooperson, M. Belchre, A. L. Walker, J. M. Crowley and W. C. Dollard.

Reception Committee—Charles Buek, W. S. Nelson, W. Fitzgerald, A. R. Van Patten, E. S. Follis, W. C. Mason, A. T. Michener, F. E. Guillot, J. Sowers and J. Doughty.

* * * *

During the funeral, held March 9th, of Ralph E. Bryant, G. M. 3C., who died at the Naval Hospital, Portsmouth, Va., March 5th, and whose body was sent to Dayton, Ohio, for burial, the Dayton Naval Social Club turned out in dress uniform and held a military burial.

In all there were twenty-five ex-bluejackets in line, acting as pallbearers, firing squad, color bearer, bugler and drum corps, who marched from the home to the cemetery.

Upon entering the cemetery, tattoo was sounded, and at the grave a volley was fired and taps blown, and our dead comrade was laid to rest.

Many praises have been received at the recruiting office for the services rendered, and the newspapers commenting freely on the ceremonies held, it being the first of its kind in this city.

The deceased re-enlisted on the west coast, and had just completed his course in the gunnery class, and was awaiting assignment, when he was suddenly taken from our midst.

Service Wit and Rhyme

ON GOAT ISLAND

By Robert Bruce

Hey, you rook! Step lively now.
What d'you think you're behind, the plow?
Get them hoofs away from them guns.
Hand me them ropes. Yes, them's the ones.

Ain't been here long? That's easy seen.
You look like a rookie, plumb green.
Say I've takin' a likin' to youse,
Want me to help you mark them blues?

No? Well, don't get huffy, you'll learn.
Want to look out, them whites'll burn
By that steam pipe there. Got a pill?
Life's easy here but on the hill,

You'll get yours. Say, where did you ship?
In San Francisco? Oh, I'm hip.
Down on your luck, eh? Well, well, well.
Eh? What's that? Just shipped over? Hell.

* * * *

Finney was being examined for seaman. "What is a smoke stack?" asked his divisional officer.

"A smoke stack is that which we put on when returning from liberty to make our shipmates think we are sports. Usually worn by the younger men of the ship's company," answered Finney.—The Liberty Bell.

* * * *

FRIGHTFUL ROOKIE

A rookie one day
In a pitiful way
Was bending his form to the "grinder"
When a Chief in the rear
Hollows, "Hey, look-e here,
Butts to the front, you Highbinder."
But the rookie instead
Dropped the gun on his head
And fled to a place of protection;
"I can sail on the sea
But a Chink I can't be;"
The Chief has one less in collection.

* * * *

Coxswain B——— has the right idea of taking a bath in a cold climate. Wear black underwear and brush yourself down with a wisk broom each day.

A fishy old fisher named Fischer,
Fished fish from the edge of a fissure;
A cod, with a grin,
Pulled the fisherman in—
Now they're fishing the fissure for
Fischer.

—The Bubble.

* * * *

THE MAKING OF A SAILORMAN

Oh, they catch me on a farm out in the west,
And they ship me to the "Guardo" with the rest
Of the awkward raw recruities,
What is learning of their duties,
How to walk and to expand my manly chest.

When I 'list they dress me up in Navy blue,
And I become a member of the crew,
Where I'm called a landsman green,
And I learn to scrape and clean,
And to polish up the brightwork same as new.

Then I'm drafted to a cruiser bound for sea,
And I swear a bloomin' admiral I'll be
Till we strike a bit of weather,
Then I wonder if I'll ever
See again the farm or stringpiece dear to me.

Oh, I'm sick and I'm turning sort o' green,
And the sight of just a biscuit or a bean
Will turn my stomach over
Oh, I'm longing for the clover
Or the hardest city job I've ever seen.

But this terrible experience won't last,
For you see, a man that ships before the mast,
Hasn't time for being ill,
It's one long drill, drill, drill,
Till the days of the recruitie green are past.

Now I'm learning how to steer and heave the
lead,
I can read the little signals, white and red,
Use the sights and work the guns,
Whip the coal bags in by tons,
And I'm able seaman now s'help me head.

Before the cruise is done I've got my rate,
I'm a rollin', tarry third class boatswain's mate,
I have steered clear of the brig,
An' I'm coxswain of the gig
Say, you ought to see the rolling in my gait.

You can talk about the city or the farm
And of course I ain't a meaning any harm,
But a following the sea,
Is plenty good enough for me,
Since I've got a ratin' badge tacked on my arm.

I'm learnin' and a climin' to the top,
I'll be a C. P. O. before I stop,
I'm a sailorman all through
As I drill the "rookies" new,
And I wouldn't trade my billet with a cop.

—The Mississippi Bubble.

* * * *

"ONLY A YEOMAN"

I'm a "pingpong" in the Navy,
So the captain said to me
As I entered in the yeoman branch
To sail upon the sea.
Then they pushed me down a coal shute
And a bunker I did stow,
For I'm "serven" in the Navy,
'Cause I want to wear a crow.

They showed me in the yeoman school
And out the other door,
Made me "peggy" of the bunk room
With their compliments galore;
But I don't mind these little things,
They only last a month or so.
You know I'm just "serven" in the Navy,
'Cause I want to wear a crow.

There's a clean up in the morn'in
And a clean up again at night,
Sometimes I dream of clean'in
For it surely is a fright.
But that's the way it always goes,
I'm just a yeoman, "don't you know?"
Just "serven" in the Navy,
'Cause I want to wear a crow.

Sometimes I wash the inkwells
And the spit kids I do adore.
I am married to the paint work
As the swabs are to the floor;
But at all this I can't complain,
For it's the truth, "now don't you know?"
That I'm "serven" in the Navy,
'Cause I want to wear a crow.

O this work is something sticky,
And I know I'll get my fill
For it requires a lot of muscle
When you are not behind the quill;
But then here is one consolation
And every one should know,
That I'm "serven" in the Navy,
For I want to wear a crow.

—Jabin V. Rogers.

* * * *

A ROOKIE'S PRAYER

Now I lay me down to sleep,
I pray the Lord my soul to keep;
Grant no other sailor take
My shoes and sox before I wake.

Please, Lord, guard me in my slumber—
Keep the hammock on its number;
May no clews or lashings break
And smash my nut before I wake.

Keep me safely in Thy sight,
Grant no fire drills be to-night;
And in the morning let me make
'Mid haunting scents of sirloin steak.

Lord, protect me in my dreams—
And make things better than they seem;
Grant four years will quickly fly,
And all hardships pass me by.

Oh! that billowy feather bed
Where I long to rest my head—
Far from all these hellish scenes,
And the smell of half baked beans.

Take me back to solid land,
Where they scrub no decks with sand;
Where no demon typhoon blows,
And where women wash the clothes.

Lord, thou knowest all my woes—
Kindly cure my sunburned nose.
Take me home to a field of clover—
I promise, Lord, I'll not ship over.

* * * *

It is not often that a bootblack is seen on board a man of war. When one came aboard the West Virginia, in Honolulu, a certain red-haired sailor in the Pay Department, who stands six feet two in his undershirt, decided to get a shine.

"How much do you want, kid?" he asked, displaying a pair of number elevens, rather the worse for year and salt water.

"Ten cents," replied the kid, doubling his price.

"Is that all?" asked the six-footer in surprise. "Why in San Francisco I generally have to pay 20 cents to get them shoes shined."—The Ditty Box.

A REVERIE

By Kyle D. Palmer

Sailing oft on a storm tossed sea,
With the waves beating high,
And the wind rushing by,
I will think, my sweetheart, of thee.

Once more I think I faintly see,
In the waves wild dashing,
And the lightning's flashing,
Thy dear face comes nearer to me.

I dream of that time long ago,
When winds gently playing,
In trees gently swaying,
Seemed to be saying—"I love you so."

The flowers were blooming, my dear,
The birds were singing, too,
Singing to me, and you.
'Twas spring, the gladdest time of year.

Summer came, and happily past,
And we, lived merrily,
Then fall came—cheerily,
Then winter, cold and drear. The last.

But now again the spring is here,
Tender leaves are peeping,
And my heart is leaping,
With a feeling! Ah! 'Tis so queer.

* * * *

A PARODY

By Floyd C. Turner

How dear to my heart are the beans of the Navy,
When steaming at noon they're presented to view!
With relish, with gusto, the beans we'd devour,
And never a spot of the beans for a clue.
The lovely baked beans are a joy to the sailors,
And, oh, for a plate of the luscious ones now.

Chorus

The life-giving berry,
The nutritious berry,
The much needed berry
On which we are fed.

How often at night when we're weary and hungry,
Those very same beans are a source of delight.
At supper, at dinner, at breakfast, or 'tween times
Those savory berries have tasted just right.
No matter the time, or the place, or the issue,
Those flavorous beans will be there in plain sight.

More precious are they than the ancient ambrosia;
The nectar of old was not in it with them.
Old Bacchus, and Juno, and even Diana
Was sure out of luck in that primitive time.
No beans for their breakfast, no beans for their dinner,
No beans for their supper—oh, my! what a crime.

In spring we enjoy the delights of this berry.
The summer and autumn brings beans with them, too.
The winter with ice, and with snow, and with flurry
Brings beans, Navy berries; and beans will ensue.
It's beans from the day that you ship 'til you're paid off.
It's beans all the time. Navy Beans, here's to you.

* * * *

INSPECTION

By Kenneth Ellis

'Tis a duty which comes every Saturday morn,
It fills all our hearts with dejection,
But no smile of delight does poor Jack's face adorn
When the bugle call goes for inspection.

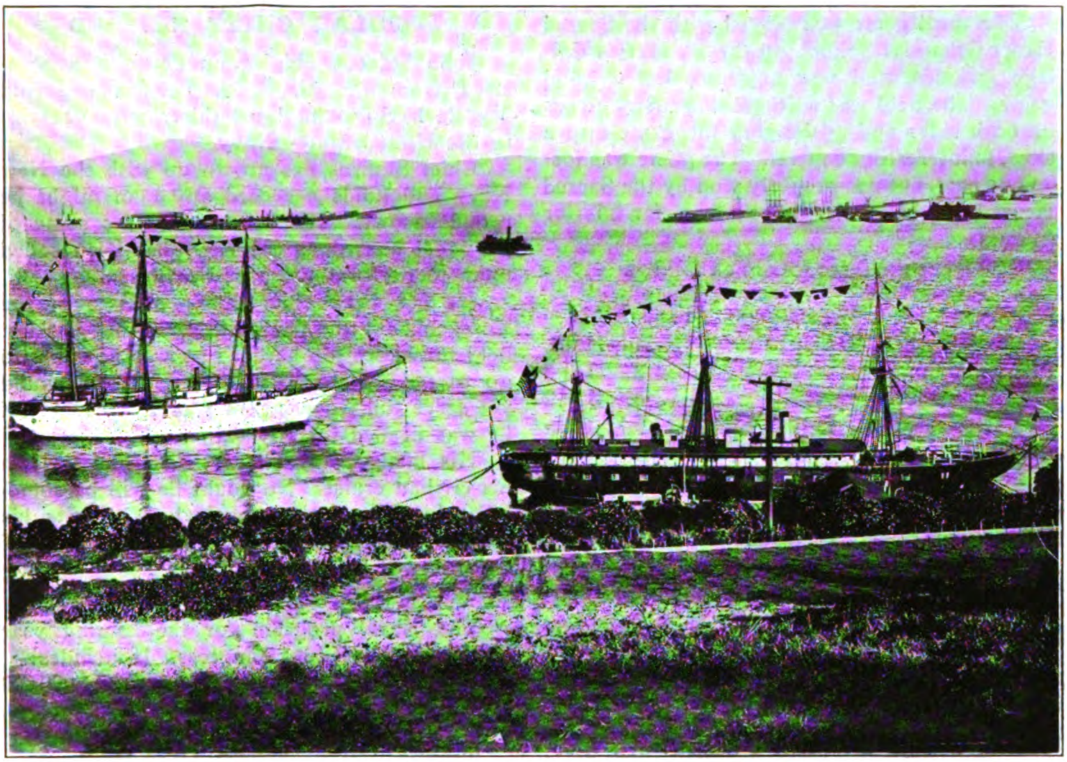
His flat cap is lost and his clothes brush is gone,
Where his shoes are he has no conception
In vain does he search, but he fears he is done
When he can not dress up for inspection.

But he soon gets a hat from some boy who has two
Then stops for a moment's reflection,
His shoes are not shined, but he thinks they will do,
When he goes on parade at inspection.

So with neckerchief borrowed he jaintily goes
With a reckless but cheerful subjection
Sticks his chin in the air, for full well he knows
He will pass on his looks at inspection.

* * * *

Orders have been issued for the Albany and Yorktown to proceed to Mare Island Navy Yard as soon as the turbulent little republic of Nicaragua settles down to peaceful coffee planting again. The two ships will be overhauled and sent west to join the Asiatic Fleet.



U. S. S. Pensacola and Intrepid—Naval Training Station, San Francisco

STATION BASEBALL

From the fast-fleeting winter days, springtime emerges and brings with it that ever-loving spirit of baseball which is born in every true, patriotic American citizen; and the blue-jacket fan is far from being the last to support the world-wide game and hails the season with a broad welcome for Uncle Sam's Navy.

The "Old Veteran," Pay Clerk "Sammy" Knowles, has assumed the leadership of the Station baseball team, and under his personal jurisdiction he expects to develop one of the fastest amateur teams on the Pacific coast. Many of the old players have again rounded into form and entered the season with a spirit of good feeling; while many new players are being tried out for positions on the team.

Owing to the many delays in the preparation of the baseball grounds, the boys have not been permitted too much practice, but show good form under such conditions.

Charlie Rentz, the star twirler, after a strenuous and futile battle of retention, was transferred to the New Orleans, depriving us of one of our best "all-round" players. The entire team extends their many wishes of a pleasant voyage and prosperous season to Charlie.

Sunday, March 20th, was looked forward to as an eventful day for the Pensacola ball tossers, as a game was scheduled with Newman, Cal., to be played on their grounds; this being an inland town, the boys were going to liven things up some, and carry the day with many victories, but ill fate played a hand in the game and dealt many showers of rain which was the cause of the sturdy sailors being recalled at Oakland Broadway station. We are living in hopes of yet filling the engagement and enjoying the ride on an overland limited.

The team has, so far this season, only played three games, but many have been called off on account of inclement weather.

The season was opened by playing the first game with the University of California, in which we lost to the local team after a hard struggle, in a slow, uneventful game.

The second game found us again antagonizing the U. C. boys, but this time the grounds were in better condition and the game was a fast and snappy one all the way through. The main events of the game was the phenomenal pitching done by Larimer and a long, running catch made by Salbury in the last part of the game.

The third game was played with the Sacred Heart Grammar School, on the St. Mary's College grounds, and was anything but a good game. The field was soft, causing many errors on both sides and prolonging the game into a slow, uninteresting contest. The game was lost on our part, but not properly won by the Sacred Heart boys, as we deem their team far inferior to ours.

The games and scores are as follows:

First Game

	R.	H.	E.
Pen.	3	3	3
Cal.	4	3	2

Batteries—Pen., Rentz, Linhoff; Cal., Harris, Stoner.

Second Game

	R.	H.	E.
Cal.	0	1	2
Pen.	1	3	2

Batteries—Cal., Parker, Stoner; Pen., Larimer, Linhoff.

Third Game

	R.	H.	E.
S. H.	7	7	2
Pen.	4	9	3

Batteries—S. H., Thilie, Riordan; Pen., Larimer, Linhoff.

* * * *

Passed Assistant Surgeon Munger has been detached from the training station and Assistant Surgeon H. R. Hermesch of the U. S. S. California ordered to relieve him.

* * * *

It is rumored on the station that Lieutenant Commander A. A. Pratt, commanding the U. S. S. Pensacola, will be detached soon and ordered to the U. S. S. St. Louis. It is expected that Commander Guy W. Brown will relieve him. Commander Brown was executive officer of the Training Station and Captain of the Yard several years ago.

* * * *

MADE REAR ADMIRAL

The President has sent the nomination of Captain John B. Milton to the Senate to be a Rear Admiral from January 19. The nomination was ratified by the Senate and Rear Admiral Milton takes his rank. Rear Admiral Milton is commandant of the Naval Training Station, San Francisco, Cal.

* * * *

Lieutenant C. P. Huff has been detached from the U. S. S. Glacier and ordered to report for duty at the Naval Training Station, San Francisco.

POPULAR CHIEF RETIRED

John Stanros, chief gunner's mate, was retired from the U. S. S. Pensacola during March, having completed thirty years' service in the United States Navy.

Chief Stanros has grown up with the New Navy and holds a record any man might be proud to own. His service includes some of the most hazardous the Navy has been called upon to perform the past thirty years.

He has been chief gunner's mate of the Pensacola for the past few years, but has not held the shore job because he was not able to go to sea. Stanros is still active and would yet serve the Government well and capably if he was needed for any exigency.

His many Navy friends wish him well in his civilian cruise. No doubt he will be somewhat lost for a time, but when he gets his garden and cottage fixed ship-shape, Chief Stanros will be an enviable man.

* * * *

The Naval program for the coming year has been approved by Congress. It includes:

Two battleships, 28,000 tons, $11,000,000 each.
One repair ship.
Two colliers.
Five submarines.
Three torpedo-boat destroyers.

* * * *

PURE FOOD SHOW

The Navy exhibit at the Bakery, Cookery and Confectionery Exhibition held in the Auditorium, San Francisco, from March 21st to March 26th, was easily the premier piece of work of its kind.

The exhibit was a cake modeled after the cruiser California. It was designed by Paul Woods, ship's cook, first class, and made by Woods and George Upton, baker, second class. Both men are deserving of the highest praise in turning out such an exemplary piece of work. Woods has won quite a reputation among the pure food men of the Pacific coast by his unique designing and baking.

The cake was entered in competition with the best bakers and chefs of the Pacific coast. A great many efforts were found worthy, but the prize committee decided the Naval exhibit was the leading one.

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BAILEY MEDALS

In accordance with the regulations for the training of apprentice seamen, the Bailey medals for 1909 are awarded to the following-named apprentice seamen, enlisted for minority, who attained the highest final averages in the examination for 1909 of apprentice seamen who completed for the medals:

At the Naval Training Station, Newport, R. I.—Fred E. Constantine, apprentice seaman.

At the Naval Training Station, San Francisco, Cal.—William G. Richardson, apprentice seaman.

* * * *

USE OF COMPASSES

G. O. 54. Jan. 28, 1910, NAVY DEPT.

This order designates the compasses on board battleships, armored cruisers and protected cruisers gives the compensation requirements, and the reports required. The designations of the several compasses are as follows:

Standard Compass—The compass on deck, well located magnetically, and, if practicable, one that is not required for steering or maneuvering the ship.

Steering Compass—The compass used by the helmsman while cruising at sea, if it be not the same as the standard compass.

Maneuvering Compass—The compass on the upper deck used for taking bearings when maneuvering in squadron, if it be not the same as the standard or steering compass.

Battle Compass—The compass behind armor or below the protective deck that is best adapted for steering a compass course during battle.

Auxiliary Battle Compass—The compass located in or near the steering engine room, if it be not the battle compass.

Top Compass—The compass located in the fire control tower of the mast, if one be installed.

Compasses on board torpedo-boat destroyers, torpedo-boats and auxiliaries shall be designated as follows:

Standard Compass—The compass on deck, well located magnetically, that is used for navigating the ship.

Steering Compass—The compass used by the helmsman while cruising at sea (if not the standard compass).

Check Compass—The after-deck compass (if installed).

If any compass is used for two or more of the above purposes it shall be given the name, according to its use, which appears first in the above list; but all reports, etc., in regard to it shall not only refer to it by its regular name, but shall indicate by a proper note or parenthesis the other uses to which it is put.

WASHINGTON QUARANTINED

After being held in strict quarantine from the time the Pacific fleet left Honolulu until March 18th, the men of the U. S. S. Washington were given their first liberty in two months in San Francisco.

The following men died of smallpox during the ravages of that disease on board the Washington:

William J. Bohning, coal passer;
P. O. Griffith, ensign;
Frank J. Graham, ordinary seaman;
Michael Ropinski, coal passer.

When the presence of the disease was discovered the Washington was under orders to proceed to Puget Sound and prepare for a trip to South America. She was detached from this duty and sent to quarantine at Port Townsend, Wash.

Here it was found necessary to fumigate the ship. The Washington was then ordered to the quarantine station at Angel Island, San Francisco, and the crew landed. The ship was thoroughly fumigated, while the men lived in tents ashore. The disease was soon checked and the Washington ordered to Puget Sound for repairs.

The quarantine authorities at Angel Island speak in highest terms of the conduct of the men during their enforced stay on the quarantine island.

* * * *

MEASLES SCARE

Measles caused some little flurry in the Navy on the Pacific coast during the month. The training station at San Francisco was visited by this disease early in the month. As a result, the infected persons were placed in isolation wards and visitors excluded from the island. The vigilance of the medical corps prevented a spread.

On the U. S. S. Independence several hundred men were quarantined a week owing to their being exposed to the disease before transfer from the training station. For this reason no drafts were sent to the big ships until after target practice.

During the firing in Santa Barbara channel the U. S. S. West Virginia developed three cases of measles. The men were only lightly afflicted and the ship was soon sent back to the range to finish her firing.

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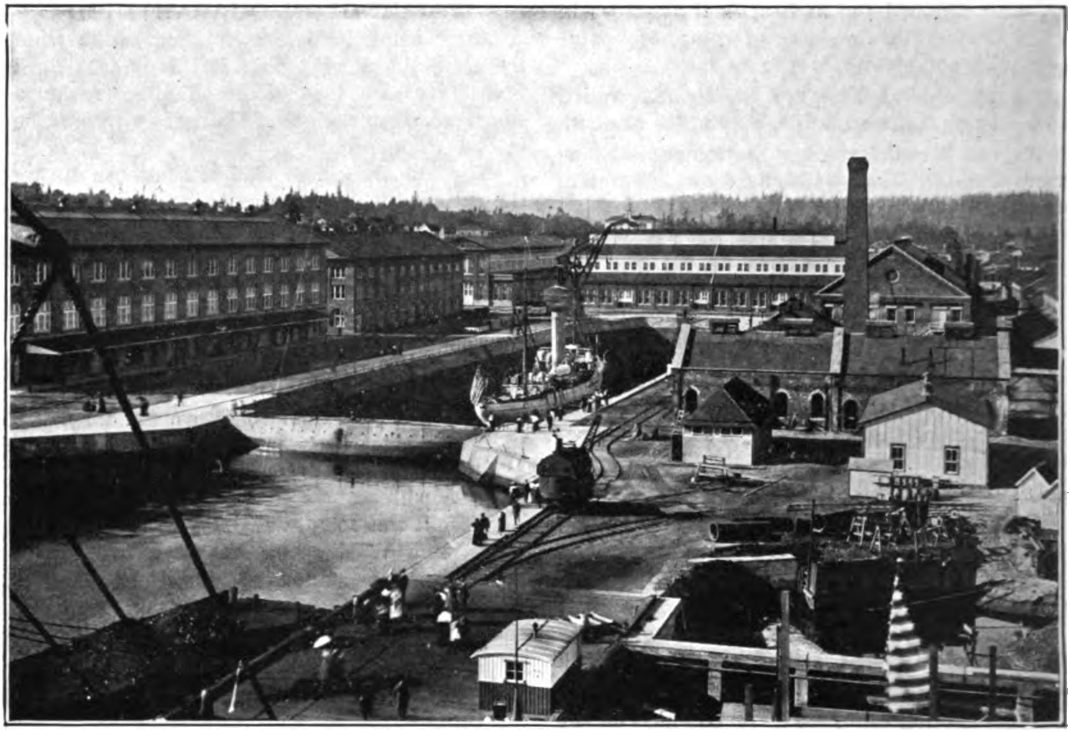
The engineer's division of the revenue cutter Perry holds the unique record of being better shots than the deck force of that ship. In a competitive shoot at San Pedro, Cal., the engineers won, 415 to 412, in the gallery practice.



Navy Yard—Puget Sound, Wn. Photo by Miles

NO WIRE MASTS

It is announced at the Puget Sound and Mare Island Navy Yards that the eight cruisers of the Pacific Fleet will not be fitted with the tubular fire control masts until these masts have undergone further tests on the battleships of the Atlantic Fleet.

At present all of the battleships have at least one of these masts. The plan was to equip all large vessels with two of them this summer. Recent tests showing some defects in the new masts have caused a change in this order and it may be that the new mast will be changed radically before further adoption.

The monitor Tallahassee, formerly Florida, was used as the first experiment with the new masts. That vessel was fitted with a mast and several shots fired at it. It withstood the fire in excellent shape, but other disadvantages have arisen.

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SELECT SMALL ARMS RANGE

The board selected to inspect sites for a small arms rifle range on the Pacific Coast has forwarded its report to the department. The board was appointed from the Bremerton Yard, and consisted of Commander Marbury Johnston, Assistant Civil Engineer C. A. Bostrum and Ensign Dougherty of the Milwaukee.

Sites were selected at the following towns and cities: Port Angeles, Wash.; Port Townsend, Wash.; Tacoma, Wash.; Bellingham, Wash.; San Pedro, Cal., and San Diego, Cal. It may be that two ranges will be authorized, one in the south and one in the north.

* * * *

WANT SHIPS FOR FAIR

San Francisco is petitioning the National Government to make the marine features of the exposition to be held in 1915 the strongest ever attempted by the nation.

The western city wants every warship available for service in western waters to be placed in commission that year and stationed in San Francisco bay for some part of the exposition.

The promoters of the exposition will also attempt to secure squadrons from foreign nations for a grand marine review at some time during the fair.

The fair is to be in celebration of the opening of the Panama Canal.

* * * *

The crew of the U. S. S. Tennessee gave a minstrel show at Tacoma, Wash., while that ship was waiting for repairs and orders to proceed to South America. It was a success. A large number of Tacoma people attended and gave the men a royal send-off.

SHOW GOOD SPIRIT

F. H. Wright and V. F. Adams, hospital apprentices, displayed a spirit during the epidemic of smallpox on the U. S. S. Washington in Puget Sound which is worthy of commendation. The Washington was short of apprentices and a call was made on the Bremerton hospital for two. As smallpox was on the ship, the surgeon called for volunteers. To the credit of the Naval service, every apprentice on the station offered to go. Wright and Adams were insistent on getting the detail and were finally sent.

* * * *

Charles Emrich (Fireman 2C.) formerly of the U. S. S. Virginia, and sent to the hospital at Washington, D. C., escaped from the said hospital while in a demented condition and made his way to Dayton, Ohio, where he was caught by the police, and upon being examined was adjudged insane.

The recruiting officer was notified by his brother that he was a deserter and he has been sent back to the hospital at Washington for treatment.

* * * *

W. A. Neave, fireman first class, and T. J. Brown, coal passer, the last two injured men of the Hopkins explosion, were released from the hospitals at Mare Island on March 8th and returned to duty on the U. S. S. Iris, the parent ship. For the present they will remain on board that ship under the care of the surgeon of the torpedo fleet. At first it was thought Neave and Brown were the least injured, but subsequent developments showed they had suffered more severely than their companions.

* * * *

ROB POSTOFFICE

The strong box of the postoffice of the U. S. S. Tennessee was the scene of an amateur robbery while that ship was in Honolulu harbor.

A social gathering was held on the Tennessee and during that time the safe in the ship's postoffice was rifled of $350, some stamps and several valuable articles. At first, suspicion fell on the guests. Strict watch was kept on the trip to Bremerton and as a result two men from the ship were caught by detectives in Tacoma trying to dispose of the stamps.

No suspicion fell on the two mail clerks at any time.

* * * *

Emma Schwab, a young girl, jumped overboard from the quarterdeck of the U. S. S. California on February 26. It is said that she had fallen in love with one of the crew who did not return the affection.

DIES ON STREET CAR

Rade Gabritch, seaman, of the U. S. S. St. Louis, died suddenly on a street car while on his way from Tacoma to Seattle, Wash. Heart disease is ascribed as the cause of his death. He boarded the car in apparent good health. Before Seattle was reached the conductor noticed him crouched in his seat, and, thinking he had fallen asleep, shook him. It was then discovered that he was dead. Gabritch was on his third enlistment. A bank book was in his pocket showing that he had deposited $75 in a Seattle bank the day before.

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WIRELESS FOR ALL SHIPS

If a bill, which was introduced in the House by Representative O'Connell, is enacted into law, the Navy Department will be required to equip all the vessels under its control with wireless apparatus.

While sweeping in its terms, the bill excludes torpedo-boats, torpedo-boat destroyers and submarines.

Representative O'Connell will appear before the Committee on Naval Affairs and urge that a sufficient appropriation be added to the naval bill in order that his bill, if passed, may become effective at once, and that there may be no unnecessary delay in installing the proper equipment on all Government boats.

Mr. O'Connell was prompted to promote this legislation by the loss of the Naval Tug Nina.

* * * *

Captain A. Rowe, of the Yard launch Dart at Mare Island, risked his life on the morning of March 15th at the Yard, to rescue A. Clancy, a private Marine from death by drowning. Clancy fell overboard in a strong tide and was being rapidly carried away when Captain Rowe leaped in the water and swam with him to the launch. Clancy was unconscious for two hours.

* * * *

Lieutenant Commander L. C. Richardson, commander of the torpedo boat flotilla of the Pacific ocean, has forwarded to Washington a report on desirable sites for a torpedo base in Southern California. San Diego is undoubtedly the place selected, and several sites on the bay at that place were inspected by Lieutenant Commander Richardson.

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The Navy Regulations have been amended to give the Secretary of the Navy and other cabinet officers a salute of nineteen instead of seventeen guns; and also to give the Admiral of the Navy nineteen guns.

NEW TORPEDO BOAT

Loaded with half a ton of guncotton, the subsurface torpedo boat built at the yards of George Lawley & Son Corporation, South Boston, which is now undergoing builders' trials, will be launched at a floating hulk on being turned over the Government, as a supreme test of her fighting efficiency. The vessel, which is an entirely new type of war machine, has already had one builders' trial trip, and will be officially tested by Government officials within the next two weeks.

It is known as the submarine torpedo boat, and is designed to be immune from the small gun fire now relied upon by the cruisers and battleships as a protection against ordinary torpedo boats. It consists of a submarine hull shaped like an enormous cigar, filled with the torpedo armament, and propelling mechanism, suspended from a non-sinkable high-speed power boat hull.

This new type of boat is authorized under the recent appropriation of Congress, which apportions $445,000 for boats of this design at an individual cost of $22,500. When the first is approved by Government engineers the Navy Department is authorized to contract for two others, one more of the same size and a larger and faster one for $400,000 as a destroyer.

The boat weighs six tons, and can be carried on the deck of a battleship ready for launching, to be used either day or night for operations against the enemy's fleet, particularly where larger ships could not be risked.

The hull contains nothing but the controlling device protected by armored decks and conning tower, all the fuel tanks and engines being below the level of the keel of the supporting boat. The hull is 46 feet long, and divided into water-tight compartments with self-closing packing in case of puncture by rapid fire attack.

The boat had a preliminary trial on March 4th, at which a speed of 18 knots was developed with the engines not driven to their limit owing to a faulty circulation system. A new pump is being installed to replace the scoop system of cooling the engines and another trial will be made within a week or ten days. The boat was designed by Tams, Lemoine & Crane of New York, from the ideas of the inventor, Clarence L. Berger, and the work of construction is under the supervision of Otto E. Stiefel for the New York concern.

The cruising range of the boat is 200 miles, and but one man is required for the operation. It may either be steered within short torpedo range by the operator, who then abandons the boat in a life jacket, trusting that he may be picked up by his fleet, allowing the boat to blow herself and the enemy's ship to bits with the explosion of the guncotton charge, or an ordinary 18-inch torpedo tube may be installed in place of the present war head, and the boat operated as the present type of torpedo boat. It is estimated that a fleet of 50 of these boats will cost as much as two or three destroyers of submarines.

The war head of the submerged torpedo bow is equipped with an electric detonating device which renders the vessel immune from unpremeditated explosion by contact with floating objects before the switch is set; and a timing device shuts off the exploding gear in case the boat misses its mark and hits no obstruction within the estimated time required to reach the object of attack after the switch is thrown.

The driving power of the boat is an eight-cylinder, 200-horsepower engine, located with the tanks for fuel, oilers, shaft, steering gear and propeller in the keel. The contract speed calls for but 16 knots, and the trial already held developed two knots in excess of this requirement.

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SAILOR WORSTS FOOTPAD

With his head battered by a bottle, Rudolph Dhue of the gunboat Vicksburg, lying at Mare Island, pursued a hold-up man several blocks along the water-front and brought about his capture in the Eureka saloon at 331 East street.

Dhue was walking down Commercial street, between Davis and Drumm, when a man sprang out of a doorway and struck him on the head with a bottle. The blow stunned the sailor temporarily and the robber took $15 in gold and some small change from his pocket and ran away. He had only gone a few feet when Dhue roused himself and started in pursuit.

A few minutes later Dhue reported the hold-up to two policemen at the Ferry building, and told them that he had cornered his assailant in a saloon on East street. The policemen went to the saloon and there arrested William Ahern. Ahern claimed he had been in the saloon some time, though the bartender stated that he has just come in. He was searched and only two nickels were found in his pockets.

While the police were on their way to the Harbor station, they encountered Andrew Rum, who conducts a restaurant at 109 East street. Rum declared that he had witnessed part of the attack upon the sailor and had seen the thug stoop and drop something near the curbstone.

A search was made at the spot indicated and the police found a tin box containing a $10 and a $5 gold piece. Nearby was the broken bottle, the weapon with which the hold-up man had struck the sailor over the head. The money and bottle were taken as evidence and Ahern charged with robbery.

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ANENT THE ASIATIC CRUISE

Much has been written in service papers and newspapers about how the men of the Pacific Fleet enjoyed the cruise to the Orient. Some claim it was a "personally conducted" tour, others assert the whole time was spent in work and little liberty was given. Just what is a proper resume of the enjoyment had by enlisted men is hard to judge, but the following excerpts on the various ports visited, taken from four of the ships' papers, will give a good idea of the impressions left by foreign cities on the American bluejacket:

The South Dakota, "Ess Dee," the California "Grizzly Bear," the West Virginia "Ditty Box" and the Pennsylvania "Liberty Bell" are quoted. Copies of the Colorado "Grand Canyon" and the Washington "Eagle" were not obtainable and it is not known whether the proud ships Tennessee and Maryland boast of a ship's paper.

Honolulu:

"After a pleasant and enjoyable stay in Honolulu, we were given our first taste of Americanism for a period of four months," says the Liberty Bell of Honolulu.

"Our short stay in Honolulu was enlivened by many social events, the ball for the men being one of the most successful ever given. It was with feelings of regret that we left the 'Garden of the Pacific,' even though we were homeward bound after an absence of several months." The Ditty Box.

The Admiralty Islands:

"The long, monotonous trip to the Admiralty Islands was over in thirteen days, but we might as well remained at sea for all that there is to see there. A few islands full of savages, who just dote on eating human beings, do not appeal to every person." The Ditty Box.

Manila:

"Liberty was granted before target practice was begun, but nobody was enthusiastic over the town; the men seemed more eager to get on the firing range than to go ashore. They didn't exactly greet 'our little brown brothers,' as one of the family, but most of the men seemed to have a fairly good time. Manila is all right, but—" Ditty Box.

"We have been in Manila, visited and traded with its people. Manila may or may not be the 'most interesting city in the Orient.' We have formed our own opinions, so will neither agree with nor doubt the statement." Grizzly Bear.

Hong Kong:

"Hong Kong has always enjoyed the reputation of being a fine port to make liberty in and we found it so this time. * * * Silks and curios were bought for the folks at home first, then the rest of the golden eagles went for a good time. We had it." The Ditty Box.

"Hong Kong is to China what New York is to the United States. We take off our hats to Hong Kong, 'the pride of the Orient.'" Liberty Bell.

Shanghai:

"Shanghai is one of the most interesting places in the world." Grizzly Bear.

"The sailors of the fleet were well received and very properly treated by the people of Shanghai, and we have every reason to speak well of that port." Ess Dee.

Japan:

"The weather was cold at Nagasaki. Liberty was granted with a liberal hand, but after the first few days the crowd that wended its way shoreward grew smaller and smaller." Ditty Box.

"If making a trip to out-of-the-way places (from Yokohama) it is a good idea to take some flea powder, soap, towels and candles." Grizzly Bear.

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TWO SHIPS RAM GUNBOAT

The tug Leslie and schooner James both crashed into the gunboat Vicksburg in Mare Island channel on the night of March 12th. Fog and a strong tide were responsible for the accidents. The Vicksburg was not damaged, but the other vessels were placed out of commission by the shock.

The schooner first bumped the gunboat. The tug was sent from the yard to help her and in turn rammed the warship. The tug Umatilla then rescued both the injured ships.

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The Stockton, Cal., Mail draws a favorable comparison between the men of the Navy and college students. It says: "The Navy draws a superior enlistment. It does not take a great deal of contact between the two classes to make one realize that the conduct of the men of the Navy is far more exemplary than that of college students. Discipline makes a man of the youngster in the Navy. Under it he develops self-reliance and character. This is the chief difference between him and the college boy, who too often remains half a child."

SUBMARINE LAUNCHED

The submarine boat Salmon, the largest boat of her type in the United States Navy, was launched at Quincy, Mass., on March 12th, in the yards of the Fore River Ship Building Works.

The Salmon is the last of seven contracted for three years ago by the Government. All the others have been launched and are in commission. Of the seven there were three large ones and four smaller ones. The larger ones were the Narwhal, Grayling and Salmon, they being about 200 tons heavier in displacement than the smaller boats.

These larger boats are also distinguished from the others by having twin screws. This makes them fast boats, and the Narwhal has established an under-water and surface record for boats of this type, having made a run of 300 miles without stopping and maintaining an average speed of nearly 12 knots an hour.

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The United States Navy is equipping all its ships with the simple apparatus required to receive the signal sounds of the submarine bells with which forty-eight lightships on the Atlantic and Pacific Coasts and the Great Lakes have been equipped. These bells render incalculable service in thick weather when lights can not be seen and foghorns fail to convey direction and thus confuse the navigator—often, indeed, a perverse wind carries the sound of the foghorn away from the ship in danger. The United States Lighthouse Board tested the submarine bell for sixty days before adopting it, yet the use of the device seems to be confined almost exclusively to lightships.

* * * *

A new reason for keeping men in uniform out of theaters has been advanced by a manager in Washington, D. C. He refused admittance to two marines and when the Navy Department requested to know his reason he referred to a rule of the theater prohibiting the admission of persons conspicuously dressed.

At least he was honest in one way. It was the uniform and not the man he objected to. Patriotic societies have made the incident an issue for a campaign against Washington theaters to allow men in uniform to attend all performances.

* * * *

The Navy Department has closed the Navy recruiting station at Denver and the substations at Pueblo and Cheyenne, Wyo. The station is discontinued from the first of March. The reason for this was the few recruits enlisting at Denver. A new station has been opened at Cedar Rapids, Iowa, with sub-stations at Dubuque and Mason City, Ia.

WANTED TEN MARINES

A moving picture man created quite a diversion for the officers and crew of the U. S. S. Maryland while that ship was in San Francisco bay during the early part of the month.

"I want ten marines," he stated in a matter-of-fact tone, as he landed from a shore boat.

"Ten marines?" queried the officer of the deck, "what do you want with ten marines?"

"Oh, I'd just like to have them. It's an urgent case, though. I'm not particular what ship they come from."

After a few minutes' talking the officer of the deck learned that he wanted men to pose for moving pictures. When he was told no men were available for that duty, he became very angry, and a master at arms had to insinuate that he had better keep still or he would get an unwelcome bath, and then the moving picture artist realized he could not order the Navy.

He stated as he left that he thought all he had to do to get marines was to make a request on any ship.

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The Bureau of Navigation has compiled some interesting information regarding the cruise of the battleship fleet around the world. It covers the period from December 16, 1907, to February 22, 1909. It shows that the extra cost over what would have been spent had the fleet remained at home during that time to have been $1,619,843.32.

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The California Naval Militia is planning to strengthen itself by recruiting a division in Oakland. The armory at Los Angeles is also to be repaired and placed in better condition.

W. A. Henderson, fireman, of the U. S. S. Vicksburg, fell overboard from the ferryboat Frisbee while on his way from Vallejo to San Francisco. No trace of his body could be found.

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The Mare Island-built collier Prometheus, which was recently placed in commission, will be given her trial runs late in March or early in April. It is expected that a trip to Honolulu and return will be the first test. If that proves satisfactory she will be assigned to the Pacific Fleet and do duty as collier for the big cruisers.

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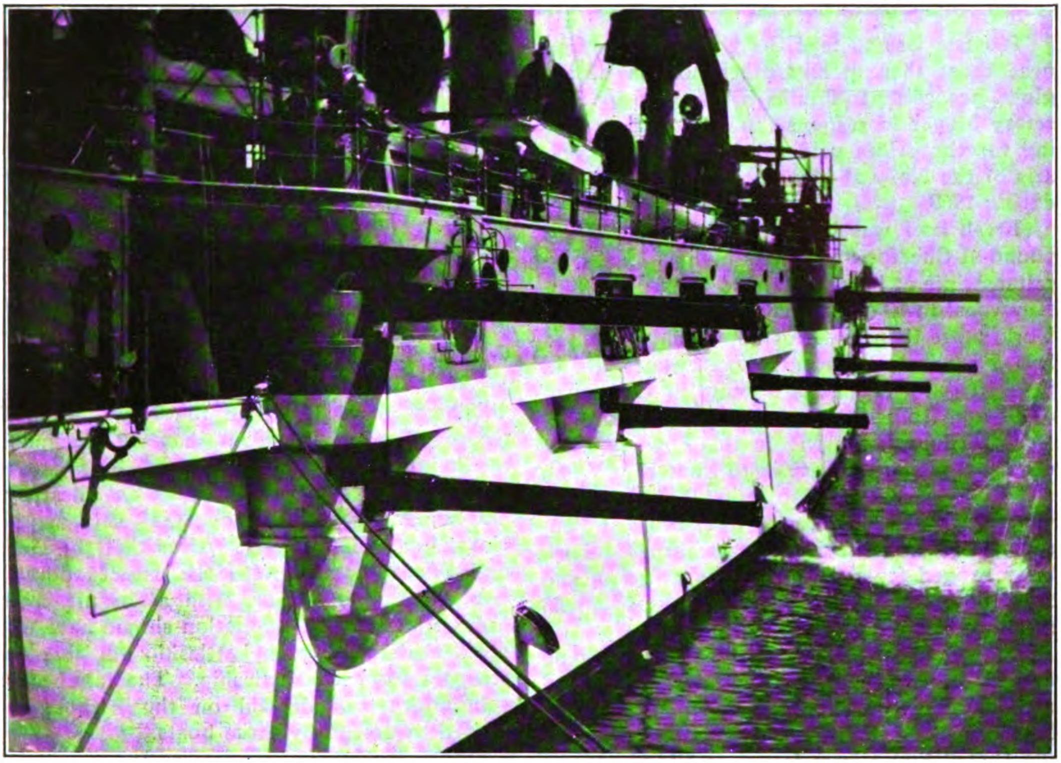
Rear Admiral Hugo Osterhaus has been ordered to Mare Island Navy Yard to relieve Rear Admiral T. S. Phelps, who, in turn, relieves Rear Admiral A. G. Berry as commandant of the Twelfth and Thirteenth Naval districts, with headquarters in San Francisco.



Broadside Guns, U. S. S. Milwaukee

TWO MEN DROWNED

E. J. Hampel, machinist's mate, second class, and T. H. Lawrence, fireman second class, were drowned in Mare Island channel, March 8th. A half dozen men from the Farragut attempted to rescue their shipmates but failed.

The men were in a small boat with within 100 yards of the Farragut when their boat capcized. Their bodies were found.

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A revised edition of the Navy Regulations of 1909 is contemplated by the Navy Department owing to the numerous changes which have been promulgated since the publication of the last edition. If a new system is adopted by Congress it will be easier to revise the entire regulations than correct the present ones.

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Albert H. Ryan, a newspaper correspondent, returned from Central America on the gunboat Vicksburg, as a passenger. He was ordered out of Nicaragua by the provisional government. Ryan made the journey across the country to interview the rebel chief. He succeeded, and returned to the Pacific Coast, where the government tried to capture him. Failing, he was ordered from the country. On the Vicksburg he was known as the "walking arsenal."

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By a score of 3 to 1, the West Virginia baseball team defeated a picked nine from Santa Barbara High School during the fleet's stay in that city. The West Virginia line-up was: Monroe, catcher; English, pitcher; Fuller first base; Donahue, second base; Phelps, third base; O'Connor, shortstop; McKnight, right field; Seggi, center field; Snyder, left field.

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Major General Elliott, commandant of the Marine Corps, has issued a circular on the small arms practice of his service, showing the records made by Marines in the recent shoots.

The Marine Corps cup was won by Captain D. C. McDougal and the Catrow cup by Sergeant John W. Hingle, who established the world's record with perfect scores at the ranges of 800, 900 and 1,000 yards.

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The enlisted men of the U. S. S. Maryland were the guests of honor at a banquet given at the Germania Hall in Oakland during the fleet's stay in San Francisco. The Army and Navy Union was host.

COST OF LIVING

It costs less to feed the Navy on the Chinese coast than at any other portion of the globe, according to figures transmitted by Secretary Meyer in response to a resolution calling for the prices paid for foodstuffs by vessels of the Navy at home and in foreign ports during 1909.

Fresh beef was bought at 4 and 5 cents a pound at Cheefoo and ran as high as 15 at Gibraltar, while at home it ranged from 6 cents at Key West to 10 cents at Pensacola, 8½ at New York, more than 7 at Boston, Washington and San Francisco, 9½ cents at Newport, R. I., 8 to 10 cents in Japan, 9 cents in Constantinople and from 12 to 14 cents in Panama.

Corned beef, ranging in this country from 4 cents a pound at Norfolk to 15 at Key West, ran from 18 cents at San Juan, P. R., to 14 at Gibraltar. Veal was from 7 to 11 cents at Pensacola and from 4 to 19 cents abroad. Pork loins ranged from 8 to 14 cents at home and from 6 to 25 abroad. Chicken was 14 to 25 at home and 8 to 27 abroad.

Tinned bacon was from 17 to 19 at home and 11 to 44 abroad. Ham was from 12 to 16 at home and from 13 to 45 abroad. Eggs cost 5 to 7 cents a dozen at Chinese ports, but in the United States were lowest at Washington at 22 cents, and highest at Charleston, S. C., 34 cents, with Port Lima at 55 cents the highest abroad.

Bread ranged at home from 3 to almost 5 cents and abroad from a little below 2 to almost 10 cents. Potatoes ran from 1 to 3 cents a pound at home and 1 to 5 cents abroad.

Ice running from 15 to 50 cents a hundred at home, ranged from 25 to 96 cents abroad.

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NEW MARINE ENGINE

A new departure in Naval construction was announced at the Navy Department by Rear Admiral Hutch I. Cone, chief of the Bureau of Steam Engineering. Admiral Cone announced that the proposition of the Maryland Steel Company to install in Fleet Collier No. 8, now being built by them, high speed marine turbines with reducing gears instead of the reciprocating engines originally planned had been accepted.

The Secretary of the Navy has approved the change, and the Westinghouse turbines will be installed. These turbines have been perfected by George Westinghouse, who has adopted the reduction gears invented and perfected by John H. Macalpine and Rear Admiral George W. Melville, retired.

The change in the plan of the collier promises a considerable reduction in the weight of machinery and gives coal bunker space for 176 more tons. The turbines are to be built complete by the Westinghouse firm and furnished to the shipbuilders for installation.

The new style engine has been used on the cruiser Baltimore, but no report has been made public. The builders are so sanguine of the success of the proposed machinery that they have guaranteed, in the event of its proving unsuccessful, to remove it and install reciprocating engines without additional cost to the Government.

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The General Board of the Navy, Admiral George Dewey, President, has recommended to Congress the construction of four battleships, ten scout cruisers, torpedo-boat destroyers, one repair ship and one tank ship on the Naval program for 1911. After that the General Board recommended the construction of two battleships a year, with attendant craft. It is estimated that the nation should have one scout cruiser for each battleship and five destroyers for each battleship. The number of submarines will depend on the harbors intended to defend by these boats.

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Two hundred Marines sailed from San Francisco on the Transport Crook for the Philippines and the far eastern stations. They will relieve short-time men.

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Magdalena bay has been abandoned by the United States as a target ground. Hereafter target practice will be held off the continental coasts of the United States. Magdalena bay was leased from the Mexican Government for three years. The lease expired after the last spring practice.

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Chief Electrician William E. Snyder, U. S. Navy, has been awarded a medal of honor and $100 gratuity for extraordinary heroism displayed by him in rescuing Seaman G. M. Kephart, from drowning at Hampton Roads, on January 4, 1910.

* * * *

J. D. Scarborough, fireman, second class, U. S. S. California, fell into an excavation at Third and Market streets, San Francisco, Cal., on February 16, fracturing his head. He was found the next morning in the bottom of the excavation. He died later from concussion of the brain.

MOVEMENTS OF VESSELS

The Navajo was placed in commission on March 4th, at the Navy Yard, Mare Island, Cal. The vessel will be assigned to duty with the Pacific fleet for service as tender during the target practice of the fleet in Santa Barbara Channel.

The South Carolina was placed in commission on March 1st, at the Navy Yard, Philadelphia, Pa.

The New York, now in reserve at the Navy Yard, Philadelphia, Pa., has been ordered placed in full commission.

The Michigan left Hampton Roads March 6th for Guantanamo Bay, Cuba, to join the Atlantic fleet.

The New York will leave Philadelphia about the 9th of April for the Asiatic station, to relieve the Charleston as flagship of the Asiatic fleet. Upon being relieved the Charleston will proceed to the Navy Yard, Puget Sound.

The South Carolina left Philadelphia March 6th for the West Indies, on a "shaking down" cruise. The vessel will return north about the middle of April.

The U. S. S. Denver was placed out of commission at the Navy Yard, Mare Island, Cal., March 12th.

The orders for the Washington to proceed to Buenos Ayres in company with the Tennessee have been revoked, and the Washington has been reassigned to duty with the Pacific fleet. The South Dakota has been detached from the Pacific fleet and will take the place of the Washington on the trip to South America in company with the Tennessee.

The Pacific fleet has been reorganized as follows:

First Division—California (flagship), Colorado, Pennsylvania, South Dakota.

Second Division—West Virginia (flagship), Maryland.

The target practice of the Atlantic fleet will be held on the Southern Drill Grounds, off the capes of the Chesapeake, instead of at Guantanamo Bay, as originally intended. It is expected that the fleet will arrive at Hampton Roads about March 30th.

The tug Patapsco, now at the Navy Yard, Portsmouth, N. H., will be assigned to duty with the Atlantic fleet as a tender during the target practice of the fleet off the capes of the Chesapeake.

The tug Uncas will come north with the Atlantic fleet.

The tug Potomac will remain at the Naval Station, Guantanamo Bay, for duty as station tug.

The battleship Michigan will not proceed to Guantanamo Bay to join the Atlantic fleet, as originally intended, but will remain in the vicinity of Hampton Roads and join the fleet when it returns north about the 1st of April.

* * * *

"Georgia" Hughes was sewing a button on his trousers.

"It's a perfect shame the careless way these tailors sew on buttons," remarked "Georgia," fretfully. "This is the sixth time I've had to sew this button on."—The Liberty Bell.

MOVEMENTS OF VESSELS OF THE NAVY

WHERE STATIONED MARCH 25, 1910

Ships marked * address care Postmaster, New York.

Ships marked ** address Pacific Station via San Francisco, Cal.

Name. Type. Tonnage At

*Alabama, battleship, 11,552 tons; New York.
**Albany, cruiser, 3d class, 3,430 tons; Corinto.
**Annapolis, gunboat. 1,010 tons; Tutuila.
**Ararat, gunboat, 243 tons; Jolo, P. I.
**Arethusa. supply ship, 6,200 tons; San Juan.
*Atlanta, cruiser, 3d class, 3,430 tons; Charleston.
*Adder, submarine; Olongapo.
*Bailey, torpedo boat, 280 tons; Charleston.
*Bagley, torpedo boat, 175 tons; Charleston.
*Bainbridge, torpedo boat destroyer, 420 tons; Cavite.
*Barry, torpedo boat destroyer, 420 tons; Cavite.
*Biddle, torpedo boat, 175 tons; Charleston.
*Birmingham, scout cruiser, 3,750 tons; Sewall Point.
*Blakeley, torpedo boat, 175 tons; Charleston.
**Buffalo, auxiliary, 6,000 tons; Corinto.
*Bonita, submarine; Boston.
**California, armored cruiser, 13,680 tons, Santa Barbara.
**Callao, gunboat, 243 tons; Canton.
*Castine, gunboat, 1,117 tons; Boston.
*Celtic, supply ship; New York.
**Charleston, cruiser, 1st class, 9,700 tons; Yokohama.
**Chattanooga, cruiser, 3d class, 3,200 tons; Cavite.
**Chauncey, torpedo boat destroyer, 420 tons; Cavite.
*Chester, scout cruiser, 3,750 tons; New York.
**Cheyenne, monitor, 3,225 tons; Mare Island.
**Chicago, cruiser, 2d class, 4,500 tons; Boston.
**Cleveland, cruiser, 3d class, 3,200 tons; Cavite.
**Colorado, armored cruiser, 13,600 tons; Santa Barbara.
**Concord, gunboat, 1,710 tons; Bremerton.
*Connecticut, battleship, 16,000 tons; Guantanamo.
*Constellation, sailing ship; Newport.
*Culgoa, supply ship, 5,725 tons; Guantanamo.
*Cumberland, sailing ship; Newport.
*Cushing, torpedo boat, 105 tons; Charleston.
*Cuttlefish, submarine; Charleston.
**Dale, torpedo boat destroyer, 420 tons; Cavite.
**Davis, torpedo boat, 154 tons; Mare Island.
**Decatur, torpedo boat destroyer, 420 tons; Cavite.
*De Long, torpedo boat, 196 tons; Boston.
**Denver, cruiser, 3d class, 3,200 tons; Mare Island.
*Des Moines, cruiser, 3d class, 3,200 tons; Bocas del Toro.
*Dixie, transport; Charleston.
*Dolphin, gunboat, 1,486 tons; sailed for Washington.
*Dubuque, gunboat, 1,085 tons; Habana.
*Dupont, torpedo boat, 165 tons; Charleston.
*Eagle, converted yacht; surveying grounds.
**El Cano, gunboat, 620 tons; Cavite.
*Ericsson, torpedo boat, 120 tons; Charleston.
**Farragut, torpedo boat, 279 tons; Mare Island.
*Foote, torpedo boat, 142 tons; Charleston.
*Franklin, receiving ship; Navy Yard, Norfolk.
Flusser, torpedo boat destroyer; Charleston.
**Galveston, cruiser, 3d class, 3,200 tons; Bremerton.
*Georgia, battleship, 14,949 tons; Cape Cruz.
*Glacier, supply ship, 7,000 tons; Santa Barbara.

**Goldsborough, torpedo boat, 255 tons; Mare Island
**Grampus, submarine; Mare Island.
*Grayling, submarine, Boston.
*Gwin, torpedo boat, 46 tons; Newport.
*Hancock, receiving ship; New York.
*Hannibal, collier; Provincetown.
*Hartford, wooden cruiser, 2,7 0 tons; Norfolk.
**Helena, gunboat, 1,3 2 tons; Siakwan.
*Hist, converted yacht; Manzanillo.
*Holland, submarine; Norfolk.
**Hopkins, torpedo boat destroyer, 408 tons; Mare Island.
**Hull, torpedo boat destroyer, 408 tons; San Diego.
*Huntress, converted yacht; Pensacola.
*Idaho, battleship, 13,000 tons; Guantanamo.
*Illinois, battleship, 11,552 tons; Boston.
Independence, receiving ship; Mare Island, Cal.
*Indiana, battleship, 10,288 tons; Boston.
Intrepid, sailing training ship; Naval Training Station, San Francisco.
*Isla de Cuba, gunboat, 1,030 tons; Tangier Bay.
*Kansas, battleship, 16,000 tons; Guantanamo.
*Kearsarge, battleship, 11,520 tons; Philadelphia.
*Kentucky, battleship, 11,520 tons; Norfolk.
Lancaster, receiving ship; Navy Yard, League Island.
**Lawrence, torpedo boat destroyer, 400 tons; Mare Island.
*Louisiana, battleship, 16,000 tons; Guantanamo.
Lamson, torpedo boat destroyer, 700 tons; Knights Key.
*Macdonough, torpedo boat destroyer, 400 tons; Charleston.
*Mackenzie, torpedo boat, 400 tons; Pensacola.
**Manila, gunboat, 1,750 tons; Mare Island.
*Manly, torpedo boat, 30 tons; Annapolis.
*Marietta, gunboat, 990 tons; Portsmouth.
**Maryland, armored cruiser, 13,680 tons; Santa Barbara.
*Mayflower, converted yacht; Washington.
*Michigan, battleship, 1st class, 16,000 tons; cruise.
*Milwaukee, cruiser, 1st class, 9,215 tons; Bremerton.
**Mindoro, gunboat, 170 tons; Cavite.
*Minnesota, battleship, 16,000 tons; Guantanamo.
*Mississippi, battleship, 13,000 tons; Guantanamo.
*Missouri, battleship, 12,500 tons; Guantanamo.
**Mohican, wooden cruiser; Subig Bay.
**Monadnock, monitor, 3,990 tons; Subig Bay.
*Montana, armored cruiser, 14,500 tons; Norfolk.
**Monterey, monitor, 4,084 tons; Olongapo.
*Montgomery, cruiser, 3d class, 2,072 tons; Pensacola.
*Morris, torpedo boat, 105 tons; Sag Harbor.
*Moccasin, submarine; Olangapo.
*Narwhal, submarine; Boston.
**Nanshan, gunboat; Manila.
*Nebraska, battleship, 14,949 tons; Cape Cruz.
*Newark, sailing ship; Guantanamo.
*New Hampshire, battleship, 16,000 tons; Guantanamo.
*New Jersey, battleship, 14,948 tons; Cape Cruz.
**New Orleans, cruiser, 3,430 tons; Mare Island, Cal.
*New York, cruiser, 8,150 tons; Philadelphia.
Nipsic, prison ship; Navy Yard, Puget Sound.
*North Carolina, armored cruiser, 14,500 tons; Norfolk.
*Octopus, submarine; Charleston.
*Ohio, battleship, 12,500 tons; Navy Yard, N. Y.; out of commission.
*Olympia, cruiser, 2d class, 7,865 tons; Annapolis.
*Ozark, monitor, 3,225 tons; Annapolis.
*Paducah, gunboat, 1,085 tons; Bluefields.
**Pampanga, gunboat, 243 tons; Cavite.
*Panther, auxiliary, 3,380 tons; Guantanamo.
*Paul Jones, torpedo boat destroyer, 482 tons; San Pedro.
**Pennsylvania, armored cruiser, 13,680 tons; Santa Barbara.
**Pensacola, receiving ship; Training Station, San Francisco, Cal.
*Peoria, gunboat, 487 tons; Charleston.
**Perry, torpedo destroyer, 420 tons; San Diego.
Philadelphia, receiving ship; Navy Yard, Puget Sound.
**Pike, submarine; Mare Island.
*Plunger, submarine; Charleston.
*Porpoise, submarine; Cavite.
*Porter, torpedo boat, 165 tons; Charleston.
*Prairie, auxiliary, 6,620 tons; Cristobal.
**Preble, torpedo boat destroyer, 420 tons; Mare Island.
Preston, torpedo boat destroyer, 700 tons; Knights Key.
Princeton, gunboat, 1,010 tons; Corinto.
**Rainbow, auxiliary, 4,360 tons; Cavite.
*Relief, hospital ship, 3,300 tons; Olongapo.
Reid, torpedo boat destroyer, 700 tons; Charleston.
*Rhode Island, battleship, 14,498 tons; Cape Cruz.
Richmond, receiving ship; Norfolk.
*Rodgers, torpedo boat, 142 tons; Charleston.
**Rowan, torpedo boat, 210 tons; San Diego.
*Salem, scout cruiser, 3,750 tons; Norfolk.
*Samar, gunboat, 243 tons; Shanghai.
*Scorpion, converted yacht; Piraeus.
*Severn, sailing ship, 1,175 tons; Annapolis.
*Shark, submarine; Cavite.
Shubrick, torpedo boat, 200 tons; Charleston.
*Smith, torpedo boat destroyer, 700 tons; Charleston.
Solace, hospital ship; Navy Yard, N. Y.
*Somers, torpedo boat, 150 tons; Norfolk.
**South Dakota, armored cruiser, 13,680 tons; sailed for Panama.
**Stewart, torpedo boat destroyer, 420 tons; Mare Island.
*Stingray, submarine; Boston.
**St. Louis, cruiser, 1st class, 9,700 tons; Bremerton.
*Stockton, torpedo boat, 200 tons; Charleston.
**Snapper, submarine, Boston.
*Stringham, torpedo boat, 340 tons; Charleston.
**Supply, supply ship, 4,460 tons; Guam.
*Sylph, converted yacht, 152 tons; Washington.
*Sylvia, converted yacht, 302 tons; Philadelphia.
South Carolina, battleship, 14,500 tons; Culebra.
*Tacoma, cruiser, 3d class, 3,200 tons; Bocas del Toro.
*Talbot, torpedo boat, 46 tons; Newport.
*Tarantula, submarine; Charleston.
*Tarpon, submarine; Boston.
**Tennessee, armored cruiser, 14,500 tons; sailed for Panama.
Texas, battleship, 2d class, 6,315 tons; Charleston.
*Tingley, torpedo boat, 165 tons; Charleston.
*Thornton, torpedo boat, 200 tons; Charleston.
*Tonopah, monitor, 3,225 tons; Annapolis.
**Truxtun, torpedo boat destroyer, 433 tons: San Pedro.
*Vermont, battleship, 16,000 tons; Guantanamo.
*Vicksburg, gunboat, 1,014 tons; Mare Island.
**Villalobos, gunboat, 370 tons; Shanghai.
**Virginia, battleship, 14,948 tons; Hampton Roads.
*Viper, submarine, Hampton Roads.
*Vixen, yacht, 806 tons; Camden, N. J.
Wabash, receiving ship; Boston.
**Washington, armored cruiser, 14,500 tons; San Francisco.
*Wasp, converted yacht; New York.
**West Virginia, armored cruiser, 13,680 tons; San Pedro.
**Whipple, torpedo boat destroyer, 433 tons; Mare Island.
*Wilkes, torpedo boat, 165 tons; Charleston.
**Wilmington, gunboat, 1,302 tons; Swatow.
*Winslow, torpedo boat, 142 tons; Boston.
*Wisconsin, battleship, 11,552 tons; Guantanamo.
Wolverine, gunboat, 695 tons; Erie.
*Worden, torpedo boat destroyer, 433 tons: Charleston.
Yankee, auxiliary, 6,225 tons; Newport.
*Yankton, converted yacht; Guantanamo.
**Yorktown, gunboat, 1,710 tons; Corinto.

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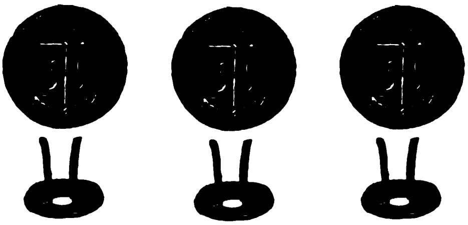

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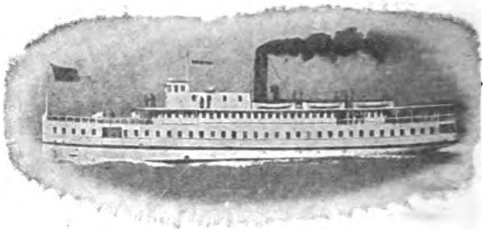

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